

NAVAL SAFETY CENTER
NAVAL AIR STATION
NORFOLK, VIRGINIA 23511

111B3/kg
3750/2
Ser 2832
11 Dec 1969

SPECIAL HANDLING REQUIRED IAW OPNAVINST 3750.6 SERIES
FOR OFFICIAL USE ONLY

From: Commander, Naval Safety Center
To: Commanding Officer, Attack Squadron TWO ONE FIVE

Subj: VA-215 AAR ser 3-69A concerning A-7B BuNo 154383 accident occurring
8 June 1969, pilot (b) (6)

1. The subject report and all endorsements have been reviewed. Concur with the conclusions and recommendations of the Aircraft Accident Board as modified by subsequent endorsers.

(b) (5)

(b) (6)

By direction

Copy to:
CMC (AAP)
NAVAIRSYSCOMHQ (AIR 09E) (2)
COMSEVENTHFLT
COMNAVAIRPAC
COMCARDIV-1
COMFAIRALAMEDA
CO USS ENTERPRISE (CVA(N)-65)
COMCVW-9
CO MAG-12
NAVPRO DALLAS
COMNAVAIRTESTCEN
CO NAVAERORECOVFAC

Pratt & Whitney Aircraft DIVISION OF UNITED AIRCRAFT CORPORATION

U
A

In Reply Please Refer To:
SE:APR:9-10-20-1

October 20, 1969

Via: Naval Plant Representative
Pratt & Whitney Aircraft
East Hartford, Connecticut

To: Commander
Naval Air Systems Command
Department of the Navy
Washington, D. C. 20360

Attention: AIR-41131C (U. Crovato)

Info: AIR 5361 (Cmdr. (b) (6))

Subject: Inspection Report of TF30-P-8 Engine P-664180

Reference: (a) FWA letter SE:APR:9-9-5-1 dated Sept. 5, 1969
(b) Navy Message 250849Z June 1969

1. Reference (a) provided report of findings covering failure of subject engine.

(b) (5)

080649Z June
See above
160913Z June
110130Z June

UNITED AIRCRAFT CORPORATION

Pratt & Whitney Aircraft Division

[Signature]
A. P. Roscio
Product Support Engineer

APR:cb

A7 154353
090608104

1237

ENC-2:amd
13700/TF30
Ser 2501
24 September 1969

FIRST ENDORSEMENT on Pratt & Whitney Aircraft ltr SE:APR:
9-9-5-1 of 5 Sep 1969

From: Naval Plant Representative, East Hartford
To: Commander, Naval Air Systems Command (AIR-41131C)
Naval Air Systems Command Representative, Pacific
(Code 331)

Subj: TF30-P-8 engine serial number 664180, report of
investigation

Ref: (b) NAVAIRNEPAC Control No. PAC-TF30-1330-98

1. Forwarded. Reference (b) refers.

(b) (5)

(b) (6)

By direction

- Copy to:
- NAVAIR (AIR-5361)
- CNO
- COMNAVMAT
- COMPAIRWESTPAC
- COMNAVAIRLANT
- COMNAVAIRPAC
- NAVAIRNEPLANT
- NAVSAPCEB
- NAS ATSUGI
- NAS LEMOORE

[]

Pratt & Whitney Aircraft DIVISION OF UNITED AIRCRAFT CORPORATION

U
A

K

In Reply Please Refer To:
SE:APR:9-9-5-1

September 5, 1969

Via: Naval Plant Representative
Pratt & Whitney Aircraft
East Hartford, Connecticut 06108

To: Commander
Naval Air Systems Command
Department of the Navy
Washington, D. C. 20360

Attention: AIR-41131C (U. Crovato)

Info: AIR-5361 (Cmdr. (b) (6))
COMNAVAIRPAC
NAVSAFECEN

Reference: (a) Navy Message 250849Z June 1969

1. Referenced message provided initial report of inspection of TF30-P-8 engine S/N 664180 involved in A7B crash S/N 154383. Teardown disassembly inspection was performed at Atsugi NAS, Japan and as a result of that inspection the #6 scavenge pump and bearing support assembly were requested and returned to Pratt & Whitney Aircraft for further engineering analysis.

2. Laboratory examination of the #6 bearing support at Pratt & Whitney Aircraft failed to reveal any evidence of classical fatigue failure on the fractured fingers. However, the fracture surfaces of three of the fingers were severely burnished, destroying any indication of the type of failure.

3. The fracture surfaces of the remaining fingers in addition to other cracks which were noted by means of zygo inspection all showed intergranular corrosion making it impossible to positively determine any evidence of rapid fatigue. The failures were however transgranular in nature which is typical of fatigue failure. Further ductility tests of the part indicated that tensile failure most likely did not occur due to absence of any material distortion.

AAR

SBB 080649Z ~~APR~~ JUNE 69

NAS ATSUGI

VMA-215 3-69A

69060814 ~~APR~~ 950908Z MAY

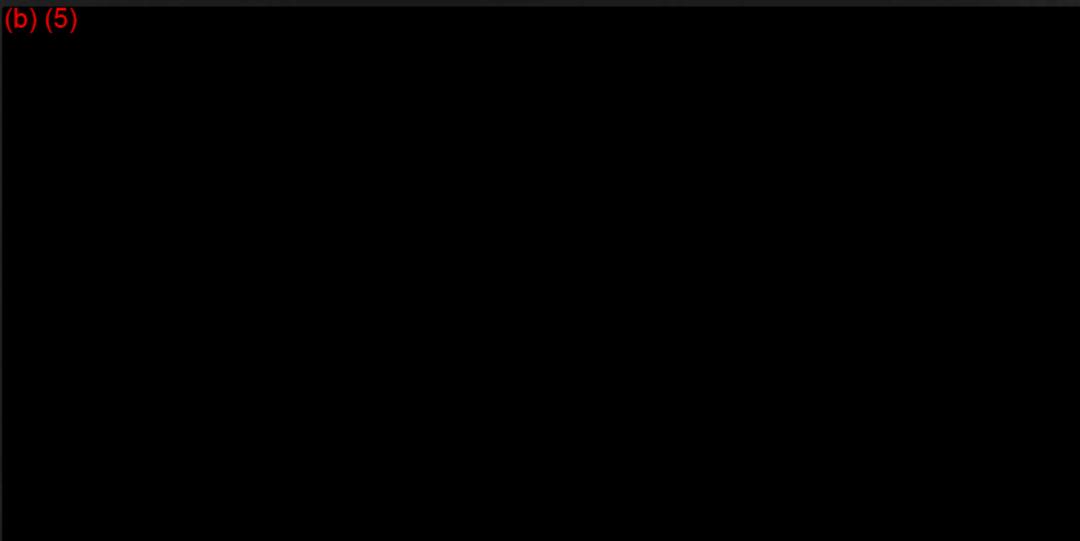
Pratt & Whitney Aircraft

NASC

-2-

September 5, 1969

(b) (5)



UNITED AIRCRAFT CORPORATION

Pratt & Whitney Aircraft Division



A. P. Roscio
Product Support Engineer

APR:cb

3750
Ser 80/

8855

5 - NOV 1969

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH OPNAVINST 3750.6 SERIES

FIFTH ENDORSEMENT on VA-215 AAR ser 3-69A concerning A-7B
BuNo 154383 accident occurring 8 June 69, pilot (b) (6)

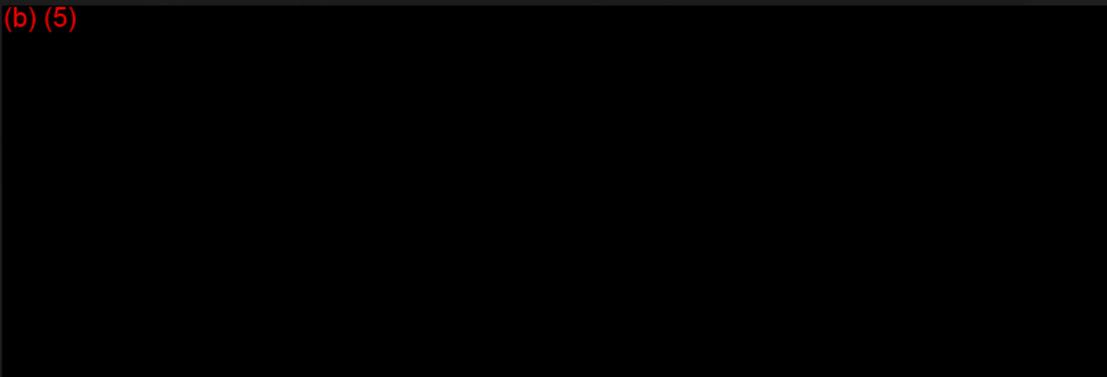
From: Commander Naval Air Force, U. S. Pacific Fleet
To: Commander, Naval Safety Center

Subj: VA-215 AAR ser 3-69A

Ref: (a) OPNAVINST 3750.6F
(b) COMFAIRWESTPAC msg 250849Z JUN 69 (NOTAL)

1. Forwarded.
2. Based on the data included in the report, the conclusion of the Board appears to be valid.

(b) (5)



R. A. Volpi
R. A. VOLPI
Force Safety Officer

Copy to:
CMC (CODE AAP) ✓
COMSEVENTHFLT ✓
CO MAG TWELVE
COMCARDIV ONE
COMATKCARAIRWING NINE
COMFAIRALAMEDA ✓
CO ATKRON TWO ONE FIVE
CO USS ENTERPRISE (CVA(N)-65)
NAVPLANTREPO DALLAS ✓
CO NAVAERORECOVPAC EL CENTRO
COMNAVAIRTESTCEN ✓
NAVVAIRSYSCOMHQ

ORIGINAL

FBI/CVA/36:tlc
3750
Ser: 416
1 October 1969

FOURTH ENDORSEMENT on VA-215 Serial 3-69A of 8 June 1969, A7R 154383,
Pilot (b) (6)

From: Commander Carrier Division ONE
To: Commander Naval Safety Center
Via: Commander Naval Air Force U.S. Pacific Fleet

Subj: Aircraft Accident Report

1. Readdressed and forwarded, concurring with the conclusions and recommendations of the board.

M. D. Carmody
M. D. CARMODY

Copy to:
NAVSAPCEN (2)
COMNAVAIRSYSCOM (AIR-09E)
COMNAVAIRPAC
COMFAIRALAMEDA
CNC (CODE AAP)
COMNAVTESTCENPAX
CO NAVAERRECFAC EL CENTRO
CO ATKRON 215
COMCVW-9

ORIGINAL

ASC:JLP:mar
3750
7 August 1969

THIRD EJECTION SEAT on VA-215 Serial 3-69A of 8 June 1969, A7B 154383, pilot
(b) (6)

From: Commanding Officer, Marine Aircraft Group Twelve
To: Commander, Naval Safety Center

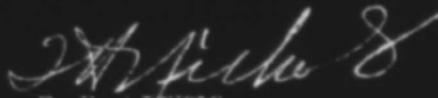
Via: (1) Commander Carrier Division One
(2) Commander Seventh Fleet
(3) Commander Naval Air Force, U. S. Pacific Fleet

Subj: Aircraft Accident Report

1. Forwarded, concurring with the conclusions and recommendations of the board subject to the following comment.

2. LCDR (b) (6) was rescued by an Army helicopter that was airborne operating out of the Chu Lai area. The Chu Lai Air Base SAR helicopter was enroute to the area of ejection when the Army helicopter reported on station conducting the rescue. (b) (5)

After recovering the pilot the helicopter transported him to an Army Field hospital for an initial physical examination. The unit identification of the rescue helicopter was not recorded by the pilot, consequently no Rescue Report (OPNAV Form 3750-13) could be obtained.


T. H. NICHOLS

Copy to:
NAVSAPCEN (2)
COMNAVAIRSYSCOM (AIR-09E)
COMNAVAIRPAC
COMFAIRLANTEDA
CIC (CODE AAP)
COMAVTESTCENTPAC
COMNAVAERNAECFAC EL CENTRO
COMNAVAIR 215
COMCUCW-9

ORIGINAL



U.S.S. ENTERPRISE (CVAN-65)

F.P.O. NEW YORK 09501

ORIGINAL

FF12/CVW

3700

Ser:

2315

21 JUL 1969

SECOND ENDORSEMENT on VA-215 Serial 3-69A of 8 June 1969, A7B BUNO
154383, pilot (b) (6)

From: Commanding Officer, USS ENTERPRISE (CVAN-65)
To: Commander, Naval Safety Center
Via: (1) Commanding Officer, Marine Air Group TWELVE
(2) Commander Carrier Division ONE
(3) Commander SEVENTH FLEET
(4) Commander Naval Air Force, U. S. Pacific Fleet

Subj: Aircraft Accident Report

1. Forwarded, concurring with the conclusions and recommendations
of the board.


F. S. PETERSEN

Copy to:
NAVSAFCECEN (2 Advance)
COMNAVAIRSYSCOM (AIR-09E)
COMNAVAIRPAC
COMFAIRALAMEDA
NAVPLANTREPO DALLAS
COMMANDANT MARINE CORPS (CODE AAP WASH, D. C.)
COMNAVTESTCENPAX
CO NAVAERRECFAC EL CENTRO
CO ATKRON 215
COMCVW-9

[REDACTED]

ORIGINAL

FF12/CW9
3700
Ser 154
30 June 1969

FIRST EMBELEMMENT on W-215 Serial 3-69A of 8 June 1969, A78 BUHO
154383, pilot (b) (6)

From: Commander, Attack Carrier Air Wing HENSE
To: Commander, Naval Safety Center
Via: (1) Commanding Officer, USS ENTERPRISE (CVAN-65)
(2) Commanding Officer, Marine Air Group TWELVE
(3) Commander Carrier Division ONE
(4) Commander SEVENTH Fleet ✓
(5) Commander Naval Air Force, U.S. Pacific Fleet

Subj: Aircraft Accident Report

1. Forwarded, concurring with the conclusions and recommendations
of the board.


A. J. BUKI

Copy to:
NAVSAPGEN (2 Advance)
COMNAVAIRSYSOPN (AIR-09E)
COMNAVAIRPAC
COMFALRAMEDA
NAVPLANTREPO DALLAS
COMMANDANT MARINE CORPS (CODE AAF WASH, D.C.)
COMNAVTESTCENTPAC
CO NAVERRECFCAC EL CENTRO
CO, ATTBON 215

PART I GENERAL

1. AIRCRAFT ACCIDENT BOARD APPOINTED BY Commanding Officer, VA-215		2. SERIAL NO. 3-69A	3. DTG (LOCAL) OF MISHAP 080947 H JUNE	4. MODEL AIRCRAFT A7B	5. BUREAU NUMBER 154383
6. TO: Commander, Naval Aviation Safety Center			9. LOCATION OF MISHAP CHU LAI A B RVN	10. DAMAGE ALFA	
7. VIA: COMATKCAHRAIRWING NINE CO, USS ENTERPRISE CO, MAG 12 COMCARDIV ONE COMNAVSTA COMNAVAIRFAC		8. P	11. TIME OF DAY DAY	12. TIME IN FLIGHT 01+00	13. FLIGHT CODE 1 S 2
14. CLEARED FROM ENTERPRISE TO ENTERPRISE			15. TYPE CLEARANCE LOCAL VFR	16. AIRSPEED ---	17. A/C WEIGHT ---
18. BRIEF DESCRIPTION OF MISHAP ENGINE FAILURE INFLIGHT, PILOT EJECTED				19. ELEVATION AT TIME OF MISHAP S.L. --- TERRAIN ---	
20. LIST MODEL, BUND, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete OPNAV Form 3750-1 for each A/C)					

✓	FACTOR	✓	FACTOR	✓	FACTOR
	1. PILOT ERROR IN TECHNIQUE/JUDGMENT		9. SERVICING PERSONNEL		17. WEATHER
	2. PILOT DEVIATION FROM NATOPS PROCEDURES		10. LANDING SIGNAL OFFICER		18. DESIGN AIRCRAFT
	3. PILOT INCORRECT OPERATION OF A/C SYSTEM		11. OTHER PERSONNEL (Specify)		19. DESIGN CREW EQUIPMENT
	4. PILOT OTHER (Specify)		12. ADMINISTRATIVE		20. DESIGN OTHER (Specify)
	5. CREW		13. FACILITIES-RUNWAY, OVERRUN, TAXIWAY, FLIGHT DECK		21. ROLLING/PITCHING DECK ROUGH SEAS
	6. MAINTENANCE PERSONNEL		14. FACILITIES-NAV AIDS, LANDING AIDS (SCA, CCA, ILS, MIRROR)	XX	22. MATERIAL FAILURE/MALFUNCTION
	7. MAINTENANCE SUPERVISORY PERSONNEL		15. FACILITIES-CATAPULT, ARRESTING GEAR (Ship or field)		23. UNDETERMINED
	8. SUPERVISORY OTHER (Specify)		16. FACILITIES OTHER (Specify)		24. OTHER (Specify)

1. NAME (LAST, FIRST, & MIDDLE INITIAL) PILOT (AT CONTROLS AT TIME OF MISHAP)	2. RANK LCDR	3. FILE (b) (6)	4. RESID. GRADE USN	5. BRANCH OF SERVICE 34	6. AGE 14	7. SEX M	8. BILLET PILOT COCKPIT	9. POSITION G	10. REPORT CODE
11. CO-PILOT (IDENTIFY & SUBMIT SEPARATE PAGE IF)									

ITEM	VALUE	ITEM	VALUE
11. ALL MODELS	3435	17. CV LANDINGS DAY/NIGHT	ALL 444 / 103 IN MODEL 36 / ---
12. ALL MODELS IN LAST 12 MONTHS	131	18. FCLP LANDINGS LAST 6 MONTHS DAY/NIGHT	ALL 13 / --- IN MODEL 13 / ---
13. ALL MODELS IN LAST 3 MONTHS	39	19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED	ALL 1 / --- IN MODEL 1 / ---
14. ALL SERIES THIS MODEL	A/C 127 DFT/OPT --- / ---	20. NIGHT HOURS LAST 3 MONTHS	ALL --- IN MODEL ---
15. ALL SERIES THIS MODEL LAST 12 MONTHS	A/C 127 DFT/OPT --- / ---	21. TOTAL HOURS IN JETS (if jet mishap) HELOS (if helo mishap)	2839
16. ALL SERIES THIS MODEL LAST 3 MONTHS	A/C 41 DFT/OPT --- / ---	22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL	DATE 7 June 69 DURATION 2
23. DATE/GRADE LAST NATOPS STANDARDIZATION CHECK	SEPTEMBER 68	24. TYPE INSTRUMENT CARD	SPECIAL

OTHER PERS.	25. NAME (LAST, FIRST, & MIDDLE INITIAL)	26. GRADE	27. RANK	28. BRANCH OF SERVICE	29. FILE/SERVICE NO.	30. UNIT	31. INJURY	32. BILLET	33. POSITION

PART II MAINTENANCE, MATERIAL, AND FACILITIES DATA										
A. A/C HISTORY	1. DATE OF MANUFACTURE	2. FLIGHT HRS. SINCE ACCEPTANCE	3. NO. OF PAR/ OVERHAUL	4. MONTHS SINCE LAST PAR/OVERHAUL	5. FLT. HRS SINCE LAST PAR/OVERHAUL	6. LAST/PAR OVERHAUL ACTIVITY	7. TYPE OF LAST CHECK PERFORMED	8. FLIGHT HOURS SINCE LAST CHECK	9. DAYS SINCE LAST CHECK	
	2-29-68	438.8	- - -	- - -	- - -	- - -	3rd CAL INSP	33.6	31	
B. ENGINE HISTORY	1. ENGINE MODEL	2. ENGINE SERIAL NUMBER	3. FLIGHT HRS. SINCE ACCEPTANCE	4. NUMBER OF OVERHAULS	5. WAS DIR. REQUESTED?	6. FLT. HRS SINCE LAST OVERHAUL	7. LAST OVERHAUL ACTIVITY	8. TYPE OF LAST CHECK PERFORMED	9. FLIGHT HOURS SINCE LAST CHECK	10. DAYS SINCE LAST CHECK
	(1) TF30 P8	664180	437.3	NONE	YES	- - -	- - -	150 HOUR HOT SECT	130.2	108
	(2)									
	(3)									
	(4)									
C. COMPONENT HISTORY	1. COMPONENT INVOLVED NOMENCLATURE	2. MANUFACTURERS PART NUMBER	3. TOTAL HRS. ON PART	4. NO. OF OVERHAULS	5. HRS SINCE LAST OVERHAUL	6. OVERHAUL ACTIVITY	7. WAS DIR. REQUESTED?	8. SER. NO. FUR/WPFUR		
	(1)									
	(2)									
	(3)									
	(4)									
D. INCIDENTS & GROUND ACCIDENTS	1. PARTS REPAIRED			3. CORRECT WORKING INVOLVED		2. PARTS REPLACED				
	PART NUMBER	NOMENCLATURE				PART NUMBER	NOMENCLATURE			
E. ENGINE FAILURES	JET ENGINE FLAMEOUT (include intentional securing to prevent engine damage)									
	AT TIME OF FLAMEOUT	1. ALTITUDE	2. TAS	3. RPM	4. EGT	5. MANEUVER AT TIME OF FLAMEOUT	6. FUEL FLOW	7. ATTITUDE		
		6000 MSL	220	UNK	1200°C	DESCENT	UNK	LEVEL		
	8. G FORCES	9. RELIGHT	10. ALTITUDE		11. TAS	12. MAX EGT	13. FUEL CONTROL	14. NO. RELIGHT ATTEMPTS		
	1G	<input type="checkbox"/> ATTEMPTED <input type="checkbox"/> ACCOMPLISHED					<input type="checkbox"/> PRIMARY <input type="checkbox"/> MANUAL			
INTENTIONAL SECURE	15. ENGINE SYMPTOMS SMOKE IN COCKPIT SEVERE									
	YES VIBRATION FIRE AND SMOKE FROM TAILPIPE UNK. DIR OF ENGINE REQUESTED									
RECIPROCATING ENGINE FAILURE										
17. ALTITUDE	18. TAS	19. ATTITUDE	20. RPM	21. WHP	22. TORQUE/RMP	23. FUEL FLOW PRESSURE	24. OIL PRESSURE			
INTENTIONAL SECURE	25. ENGINE SYMPTOMS					26. CAUSE OF SYMPTOMS				
F. OTHER REPORT	IDENTIFY OTHER REPORTS CONCERNING THIS MESHP									
	1. AMPFUR SERIAL NUMBER	- - - -								
	2. DIR MESSAGE REQUEST DATE-TIME-GROUP	SEE BELOW #4								
	3. OTHER PRELIMINARY MSG RPT OF A/C ACCIDENT ENTERPRISE	080649Z JUN 69								
	4. SUPPLEMENTARY MSG RPT OF A/C ACCIDENT ENTERPRISE	100223Z JUN 69 (INCLUDED REQUEST FOR ENG. INVEST./PRIORITY DIR OF ENGINE)								

1. EQUIPMENT INVOLVED <input type="checkbox"/> CATAPULT <input type="checkbox"/> ARRESTING GEAR		2. PRESSURE SETTING	3. WIND OVER DECK	4. RELATIVE WIND	5. APPROACH/END SPEED
6. MARK NUMBER	7. MODEL NUMBER	8. LOCATION ON SHIP		9. LAUNCHING BRIDLE AND BRIDLE ARRESTER	
10. CATAPULT/ARRESTING GEAR BULLETINS OR NOMOGRAMS USED					

G. SHIPS DATA

11. This portion shall be completed whenever (1) an aircraft accident involves arresting gear barrier and/or barricade equipment, or (2) an aircraft accident involves malfunctioning of arresting gear, barrier and/or barricade equipment. Incidents or routine damage to cables, weldings and other expendable equipment need not be reported herein.

ENGAGED	12. DECK RUNOUT (FEET)	13. RAM TRAVEL (INCHES)	14. CONTROL VALVE SETTINGS		15. ACCUMULATOR PRESSURE (PSI)	16. COMMENTS (for cable failures specify no. landings and months in service)
			CONSTANT PRESSURE <small>(ONE OF 5-1)</small>	CONSTANT RUN-OUT (WT. LBS.) RATIO		
DECK PENDANT						
DECK PENDANT						
BARRIER/BARRICADE						

H. DEPLOYMENT
I. WEATHER

FOR ACCIDENTS ABOARD CARRIERS (Complete on pilot)

1. DATE DEPLOYED CONUS	3. DAY HOURS/LANDINGS SINCE DEPLOYMENT	4. DAY HOURS/LANDINGS LAST 30 DAYS
2. NO. DAYS OPERATING PERIOD	5. NIGHT HOURS/LANDINGS SINCE DEPLOYMENT	7. NIGHT HOURS/LANDINGS LAST 30 DAYS
6. INST. HOURS LOGGED SINCE DEPLOYMENT <small>ACTUAL/SIMULATED</small>		

WEATHER AT SCENE OF MISHAP

1. CEILING	2. VISIBILITY	3. RELATIVE WIND DIRECTION AND VELOCITY	4. TEMPERATURE RUNWAY OUTSIDE AIR	5. DEW POINT	6. ALTIMETER SETTING
7. OTHER WEATHER CONDITIONS (Winds aloft, icing level, sea state, density altitude, as appropriate)					

PART III ADDITIONAL INFORMATION

PART	SECTION	ITEM	REMARKS	2. COPY DISTRIBUTION
				2 CC NAVAVSAFECON DIRECT (AAR)
				XXXXXXXXXXXX
				COMNAVAIRSYSCOM (AIR-59E)
				COMNAVAIRPAC
				COMFATRALAMEDA
				NAVPLANTREPO DALLAS ✓
				COMMANDANT MARINE CORPS X (CODE AAP WASH, D.C.)
				COMNAVTESTCEN PAX
				CO NAVAFERRECFAE EL CENTRO
3. GOVERNMENT PROPERTY			4. PRIVATE PROPERTY	5. DATE SUBMITTED TO OO
COST DAMAGE TO: NONE			NONE	27 JUN 1969

(b) (6)



PART IV SIGNATURES OF THE BOARD

1. MEMBER	UNIT BILLET
2. MEMBER	UNIT BILLET

* When preparing Incident and Ground Accident reports, items indicated by an asterisk in the upper right hand corner must be filled in. Other items considered appropriate should also be filled in.

COMBAT ZONE REPORT OF AIRCRAFT MISHAP

PART V. The Accident

A7B Bureau Number 154383, piloted by LCDR (b) (6), launched on the morning of 8 June 1969 as the flight leader of a combat section assigned to work with a Forward Air Controller in South Vietnam. The aircraft carried six 1000 pound bombs. All aspects of the flight proceeded normally until approximately one hour after launch. At this time, the section was flying in a holding orbit at 13000 to 13500 feet waiting to be called on target. The pilot noted signs of engine malfunction which manifested itself by smoke in the cockpit. This smoke was cleared from the cockpit by opening the cockpit vent and turning off the cockpit pressurization. Further manifestations of trouble were indicated by abnormally high Turbine Inlet Temperature (TIT) and severe engine vibration. Almost simultaneously with the cockpit indication the wingman observed and reported by radio smoke trailing from the lead aircraft. The flight turned toward the nearest suitable landing field, Chu Lai Air Base, 17 miles to the east. The pilot noted that oil and hydraulic pressure remained normal. Flames were now observed coming from the tail pipe of the lead aircraft. An unsuccessful attempt was made to contact Chu Lai on guard channel. The pilot reduced engine power to idle and extended the Emergency Power Package (EPP) however, the TIT remained at approximately 1200 degrees and the engine hot caution light remained on while severe engine vibrations persisted. The pilot secured the engine with the throttle and the wingman reported that flames were no longer coming out of the tail pipe. The flight continued eastward, passing north of Chu Lai Air Base, and out to sea where the pilot had determined he would eject. Until the time of ejection, at approximately 3000 feet, all cockpit indications remained the same (TIT 1200 degrees, engine hot caution light on, oil and hydraulic pressure normal). At no time during the series of events did the fire warning light come on.

The pilot exited the aircraft, using the face curtain, while it was headed out to sea. The then pilotless aircraft turned inland and exploded on ground impact within the confines of Chu Lai Air Base. Wreckage was scattered over a wide area, however, the bombs aboard the aircraft did not detonate and the engine was recovered for engineering investigation. The pilot did not jettison his ordnance over land for fear of injuring friendly forces and did not jettison them over water because of numerous small boats in the area.

(b) (5)

The pilot had sufficient time to deploy and enter his raft before re-entering the water for pick-up. The board did not receive a Rescue Report (OPNAV Form 3750-13) from the rescuing activity thus pertinent facts concerning the rescue are not known.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6F.

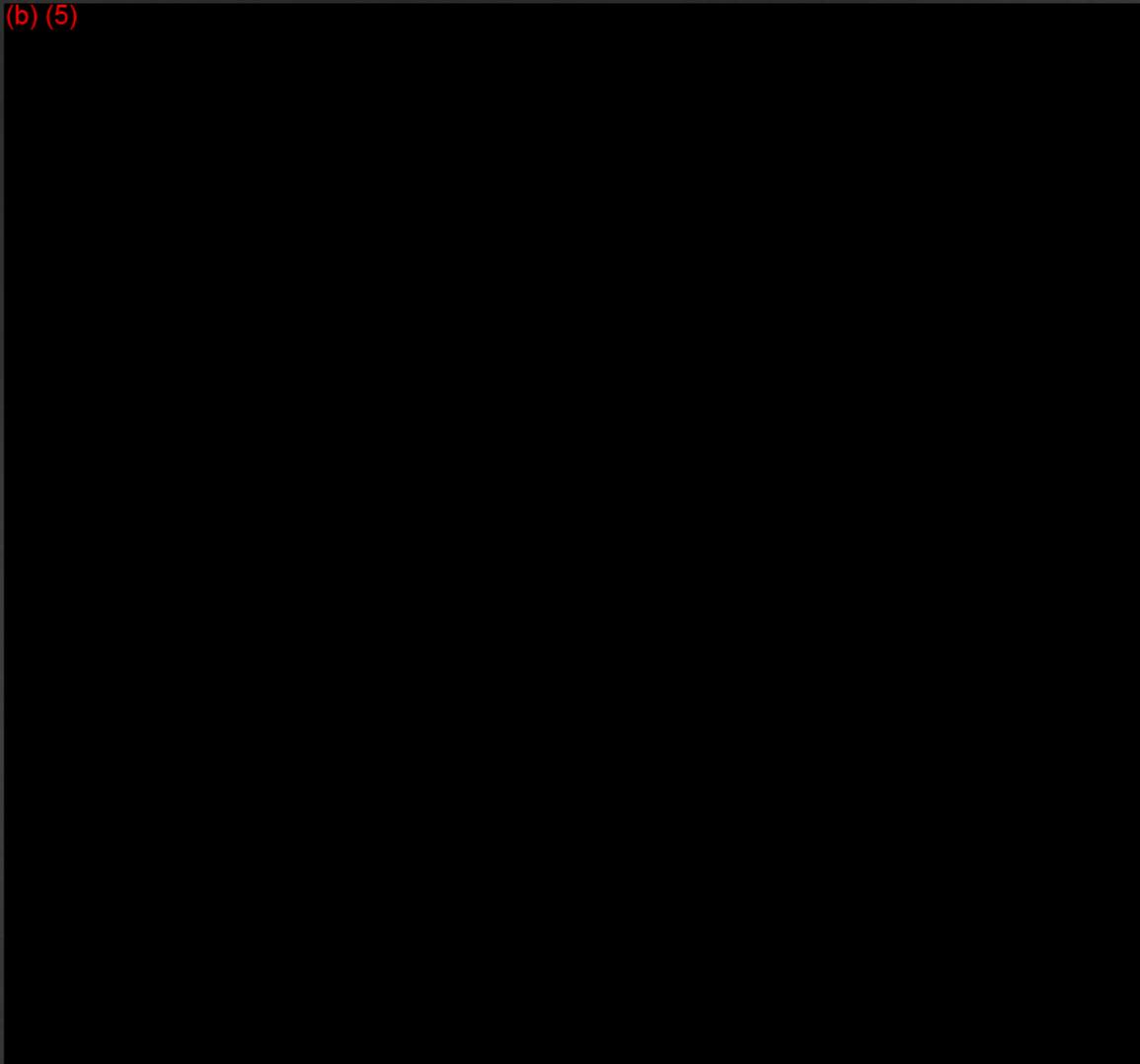
PART VI. Cause Factors

(b) (5)

A large black rectangular redaction box covers the content of Part VI.

PART VII. Analysis

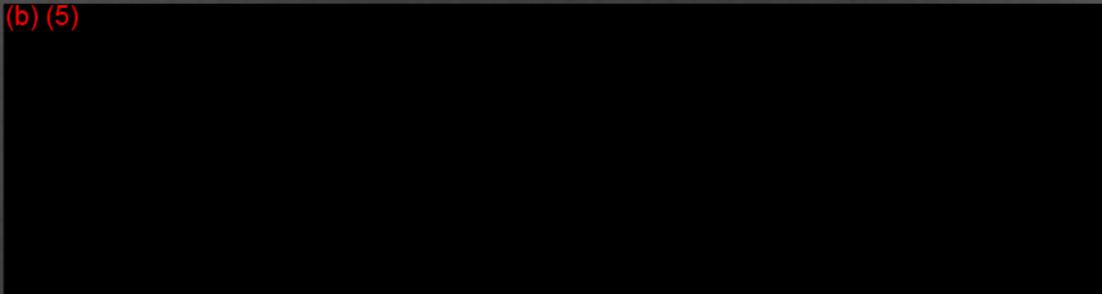
(b) (5)

A large black rectangular redaction box covers the content of Part VII.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPM/AVINST 3750.62

PART VIII. Conclusions and recommendations

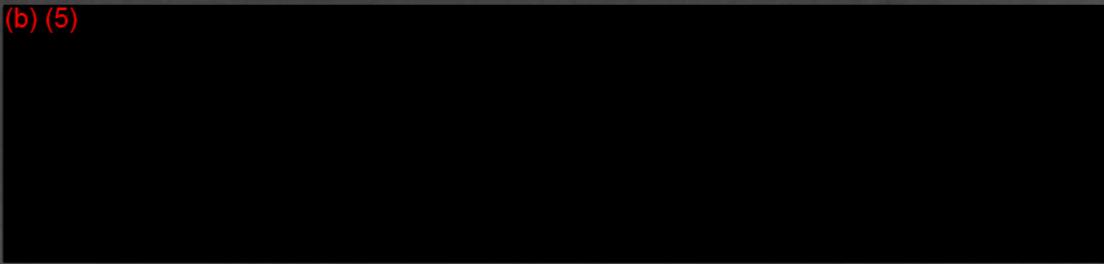
(b) (5)



PART IX. Commanding Officer's comments and recommendations.

1. Forwarded.

(b) (5)




D. L. McCONNELL

27 June 1969

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6F.

MEDICAL OFFICER'S REPORT OF A 'C ACCIDENT, INCIDENT OR GROUND ACCIDENT
IDENTIFICATION, FLIGHT AND NARRATIVE DATA
OPNAV FORM 3750 8A (REV. 4-68) S/N 0107-731-8101

REPORT SYMBOL 3750-7

I. IDENTIFICATION

See Section H of OPNAVINST 3750.6

1. FROM (Name and mailing address of activity) ATTACK SQUADRON 215, FPO, SAN FRANCISCO, 96601				2. MOR NUMBER 2-69	3. DAMAGE CODE ALPHA
4. TYPE OF MISHAP <input checked="" type="checkbox"/> ACCIDENT <input type="checkbox"/> GROUND ACCIDENT <input type="checkbox"/> INCIDENT		5. NO. OF OCCUPANTS ONE	6. DATE 9 JUNE 1969	7. MODEL A/C A7B Corsair II	8. BUNO 154383
9. MODEL OTHER A/C IF INVOLVED N/A		10. BUNO N/A	11. NO. OF OCCUPANTS N/A	12. DAMAGE CODE N/A	
13. INDIVIDUALS INVOLVED (Use Additional Sheets if Required) NAME (Last, First and Middle Initial)					
14. RANK RATE		15. BRANCH OF SERVICE	16. DUTY BILLET	17. INJURY CODE	18. DISPOSITION
A. (b) (6)		LCDR	USN	CVW-9	F H
B.					
C.					
D.					
II. FLIGHT DATA (At Time of Emergency)					
1. TERRAIN CLEARANCE 10,000 FEET	2. CABIN ALTITUDE 5000 FEET	3. TIME AT CABIN ALTITUDE 0 HOURS 0 MIN.	4. AMBIENT ALTITUDE 8000 FEET	5. TIME AT AMBIENT ALTITUDE 0 HOURS 20 MIN.	
6. PLACE IN FORMATION <input type="checkbox"/> A - SINGLE AIRCRAFT <input checked="" type="checkbox"/> L - LEAD <input type="checkbox"/> W - WING Y - OTHER (SPECIFY) _____			8. HORIZON <input checked="" type="checkbox"/> 1 - DISTINCT <input type="checkbox"/> 2 - OBSCURED 8 - OTHER (SPECIFY) _____		
7. CLOUD CONDITIONS <input checked="" type="checkbox"/> 0 - CLEAR <input type="checkbox"/> 1 - OVERCAST <input type="checkbox"/> 2 - UNDERCAST <input type="checkbox"/> 3 - IN CLOUDS <input type="checkbox"/> 4 - IN AND OUT OF CLOUDS 6 - OTHER (SPECIFY) _____			9. DURATION OF FLIGHT HOURS 0 MIN. 45		

III. NARRATIVE ACCOUNT OF MISHAP (Continue on Reverse Side if Necessary)

A7B Corsair II aircraft, BUNO 154383 was on a combat strike orbiting target at 13,000 feet MSL at 270-300 KIAS, East of Chu Lai, RVN. At approximately 0940 on 9 JUN 69 the pilot of this aircraft, LCDR (b) (6) was informed by his wingman that he was trailing smoke, and almost simultaneously, the pilot noted that his cockpit was filling with smoke. He turned toward Chu Lai and the sea and vented the smoke from the cockpit. Shortly thereafter, just as LCDR (b) (6) was starting out over the water, the engine not light went "ON" and TIT rose to 1200°C. after which his wingman called fire from his tailpipe. He was forced to shut down his engine, but since his gauges showed no change, he did not know whether or not the fire was out. He was unable to raise Chu Lai Tower, and transmission/reception with his wingman was bad, so he decided to eject at about 0945. On a heading of 120° seaward, 3-5 miles East of Chu Lai, he ejected over the water from his aircraft using the face curtain of his ESCAPAC IC-2 seat while passing through 3500 MSL with about 200 KIAS in level attitude.

Ejection, seat/man separation, chute deployment and descent were established with no difficulty. The pilot experienced tumbling before chute deployment and then spinning after chute deployment because the risers were twisted. Water entry was effected with one side of his MK3-C floatation device inflated with immediate parachute release on entry. The other bladder was then inflated, the raft inflated and deployed and a normal raft entry effected. The dye marker was deployed, and the pilot commenced a relatively short wait of approximately ten minutes for the arrival of the primary rescue aircraft. His wingman flew cover for him until a small helicopter (type unknown) arrived to do the same, during which time emergency transmissions were made for the pilot. The rescue aircraft arrived (H-53A "Jolly Green Giant") and commenced attempts to pick up the pilot. The helicopter established its hover and lowered the horse collar. LCDR (b) (6) left his raft to swim to the horse collar. No swimmer was deployed from the helicopter.

Because of the helicopter's repeated inability to hold a hover long enough for LCDR (b) (6) to get into the horse collar safely, numerous attempts to pick him up failed. LCDR (b) (6) states that after (b) (5)

After a brief period, the sling was brought to and held about ten feet from where he remained, so he swam over to it and finally was able to establish himself in the horse collar safely. LCDR (b) (6) was able to discover later that this was the helicopter pilot's first attempt at picking up an aviator from the water.

He was taken to Chu Lai Dispensary, where the Flight Surgeon saw him only briefly to determine his physical status, then he was given dry clothing, and sent via COD to the USS BON HOMME RICHARD (CVA-31) where a thorough examination took place, but no debriefing was done. The next morning he was brought over to the USS ENTERPRISE (CVAN-65) where his first debriefing and pilot's statement was taken.

(b) (6)

He was grounded for forty eight (48) hours and treated conservatively. After this, he has had three more combat missions before the ship left the line on 16 JUN 69.

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
 MEDICAL INFORMATION
 OPNAV FORM 3750/88 (REV. 4-68) 5/N-0107-731-8201

REPORT SYMBOL 3750.7

See Section II of OPNAVINST 3750.6

1. DEGREE OF INJURY

1 - NONE 4 - FATAL 7 - MISSING, UNKNOWN
 2 - MINOR 5 - MISSING, LAND
 3 - MAJOR 6 - MISSING, WATER

2. DAYS HOSPITALIZED None
 3. DAYS IN QUARTERS 2
 4. DAYS GROUNDED 2
 5. UNCONSCIOUS No HOURS _____ MIN. _____

8a. DISPOSITION Return to Duty - - H 8b. EXPOSURE 1 - MILD 2 - MODERATE 3 - SEVERE 8c. SHOCK N/A
 1 - MILD 2 - MODERATE 3 - SEVERE

INJURIES INCURRED DURING MISHAP (Use Standard DOD Terminology for Body Part, Diagnosis and Cause of Injury.) (See DDIC, NAVMED P5082.)

		LEAVE THESE COLUMNS BLANK			
A. BODY PART:	(b) (6)	P			
DIAGNOSIS:		D			
CAUSE:		C			
B. BODY PART:		P			
DIAGNOSIS:		D			
CAUSE:		C			
C. BODY PART:	N/A	P			
DIAGNOSIS:		D			
CAUSE:		C			
D. BODY PART:	N/A	P			
DIAGNOSIS:		D			
CAUSE:		C			
E. BODY PART:	N/A	P			
DIAGNOSIS:		D			
CAUSE:		C			

7. LABORATORY TESTS	A. TISSUE TESTED	B. METHOD USED	C. LABORATORY QUANT TEST	D. RESULT
CARBON MONOXIDE	N/A			
ALCOHOL	N/A			
LACTIC ACID	N/A			
OTHER (SPECIFY)				

8. X-RAY RESULTS: CHECK IF PERFORMED. SUBMIT RESULTS ON SEPARATE SHEET.

9. DISEASES/DEFECTS PRESENT AT TIME OF MISHAP	METHOD OF DISCOVERY				REFERENCE (AS APPLICABLE)	
	ANNUAL PHYSICAL	SICK CALL	AUTOPSY	OTHER	AUTHORITY	DATE
N/A None Present						

10. AUTOPSY CONDUCTED BY: Not Done

M - MILITARY PATHOLOGIST F - FLIGHT SURGEON
 C - CIVILIAN PATHOLOGIST Y - OTHER
 PROTOCOL ATTACHED ALL BE FORWARDED

11. MATERIAL SUBMITTED TO AFIP: None Submitted

1 - AUTOPSY REPORT 3 - PICTURES
 2 - FROZEN TISSUE 4 - FIXED TISSUE

12. LIST ADDITIONAL INJURIES RECEIVED AS A RESULT OF THE MISHAP, AND ADD ANY PERTINENT REMARKS:
 (b) (5)

NAME: (b) (6) SERIAL NO.: (b) (6) A/C: A7B Corsair II BUONO: 154383

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
 PSYCHOPHYSIOLOGICAL AND ENVIRONMENTAL FACTORS
 OPNAV FORM 3750/8C (REV. 4-68) S/N 0107-731-8301

REPORT SYMBOL 3750-7
 See Section II of OPNAVINST 3750.6
 PAGE 1 OF 2

INSTRUCTIONS: Complete on all occupants of aircraft, all injured persons, and all persons possibly contributing to the cause of the mishap. Supervisory factors attributed to persons not in the aircraft and such factors as design or weather should be reported only for the person in primary control of the aircraft. Factors contributing to injury during mid-air collisions, crash landings, ditchings, etc., are to be considered part of survival phase. Use codes at right to show only those factors present or contributing in each phase.

PHASES OF MISHAP

- A - Accident
- E - Escape
- S - Survival (includes parachute landings)
- R - Rescue

FACTOR IMPORTANCE

- D - Definitely contributed
- S - Suspected factor
- P - Condition present but did not contribute to accident or injury

(b) (5)

FACTORS	A	E	S	R	FACTORS	D	S	P
(b) (5)								

CONTINUED ON REVERSE SIDE

(b) (6)

(b) (6)

A/C
A7B Corsair II

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154383

FACTORS		A	E	S	R	FACTORS		A	E	S	R
I. OTHER FACTORS TO BE CONSIDERED (Cont.)											
E. MISLEAD BY FAULTY INSTRUMENTS	805					K. DELAY IN TAKING NECESSARY ACTION	811				
F. VISUAL RESTRICTION BY EQUIPMENT STRUCTURES	806					L. VIOLATION OF FLIGHT DISCIPLINE	812				
G. TASK OVERSATURATION	807					M. NAVIGATIONAL ERROR	813				
H. INADEQUATE COORDINATION OR TIMING	808					N. INADVERTENT OPERATION, SELF-INDUCED	814				
I. MISJUDGED SPEED OR DISTANCE	809					O. INADVERTENT OPERATION, MECHANICALLY INDUCED	815				
J. SELECTED WRONG COURSE OF ACTION	810					P. OTHER (SPECIFY)	899				

REMARKS: (Indicate item and describe circumstances in detail as necessary.)

(b) (5)



(b) (6)



I. CONTRIBUTING EFFECT

1. ROLE OF THIS INDIVIDUAL IN THE CAUSE OF THE MISHAP.

A. PRIMARY 1. DEFINITE 2. PROBABLE 3. POSSIBLE 4. DEFINITE 5. PROBABLE 6. POSSIBLE 7. NONE 8. UNKNOWN

II. BACKGROUND (Complete for all pilots and others who possibly contributed to mishap)

A. DATE LAST LEAVE ENDED 27 MAY 1969 B. DAYS DURATION LAST LEAVE 03
 C. TYPE OF LEAVE LAST TAKEN Regular
 1. ORDINARY 2. EMERGENCY 3. REENLISTMENT 4. GRADUATION
 5. SICK OR CONVALESCENT 6. DELAY ENROUTE 7. UNKNOWN
 D. DATE OF LAST PREVIOUS FLIGHT 7 JUN 69
 E. IN LAST 24 HOURS: HOURS AND MINUTES FLOWN 0 MIN 0 F. IN LAST 48 HOURS: HOURS 1 MIN 10
 G. IN LAST 24 HOURS: MISSIONS FLOWN 0 H. IN LAST 48 HOURS: MISSIONS FLOWN 1
 I. IN LAST 24 HOURS: HOURS AND MINUTES WORKED 8 HOURS 05 MIN 05 J. IN LAST 48 HOURS: HOURS 16 MIN .3
 K. IN LAST 24 HOURS: HOURS SLEPT 8 L. IN LAST 48 HOURS: HOURS SLEPT 16
 M. CONTINUOUS DUTY PRIOR TO MISHAP: HOURS 3 MIN _____ N. HOURS CONTINUOUSLY AWAKE PRIOR TO MISHAP: HOURS 3
 O. DURATION OF LAST SLEEP PERIOD: HOURS 8 MIN _____ P. TIME IN COCKPIT PRIOR TO FLIGHT: HOURS 0 MIN .2

III. PHYSIOLOGICAL, LOW PRESSURE CHAMBER AND VERTIGO TRAINING (For all personnel)

TYPE TRAINING ACCOMPLISHED	PLACE TRAINING ACCOMPLISHED	COMPLETED		ROLE* IN MISHAP	*For role in mishap, use following code: 0 - NO IMPORTANCE 1 - TRAINING DEFINITELY HELPED 2 - TRAINING POSSIBLY HELPED 3 - LACK OF TRAINING DEFINITELY A FACTOR 4 - LACK OF TRAINING POSSIBLY A FACTOR 5 - UNKNOWN
		Month	Year		
ESCAPAC IC-2 Ejection Seat, Shot, and lecture	USNAS, Lemoore	JAN	67	1	
LPC	USNAS, Lemoore	JAN	67	0	
NW - Vertigo	USNAS, Lemoore	JAN	67	0	
Oxygen Mask & Reg.	USNAS, Lemoore	JAN	67	0	

IV. ANTHROPOMETRIC DATA Data in Health Record

A. DATE OF BIRTH: DAY 16 MONTH JUL YEAR 1934 B. HEIGHT: 69" INCHES C. WEIGHT: 165 POUNDS
 D. SITTING HEIGHT: 35.2 INCHES E. TRUNK HEIGHT: 24.0 INCHES F. FUNCTIONAL REACH: 34.7 INCHES
 G. BUTTDOCK-KNEE LENGTH: 25.3 INCHES H. LEG LENGTH: 44.0 INCHES I. SHOULDER WIDTH (BIDELTOID): 19.2 INCHES

V. GENERAL

1. NUMBER AND TYPE OF PRIOR MISHAPS (Complete for all pilots, copilots, and/or other persons in control of aircraft)

a. No. 0 b. DESCRIBE TYPE(S)

2. TOTAL YEARS OF FORMAL EDUCATION: Four

(b) (5), (b) (6)

(b) (6)

(b) (6)

A/C A7B Corsair II

BUND 154383

NOMENCLATURE AND MODEL DESIGNATION	REQUIRED	AVAILABLE	USED	NEEDED	PROBLEMS <i>Indicate by code from list on reverse side.</i>
1. CLOTHING (SUITS, HEADGEAR, SHOES, GLOVES, VISOR, UNDERWEAR, ETC.)					
Nomex Flight Suit	Y	Y	AESH	AESH	
Underwear	Y	Y	AESH	AESH	
Flight Boots	Y	Y	AESH	AESH	
APH-7 Flight Helmet	Y	Y	AE	AESH	(04,25) Lost it removing oxygen
Dual Visor Modification	Y	Y	AE	AE H	mask, retrieved it in the water,
Nomex Gloves	Y	Y	AE	AE	damaged. Was needed for recovery.
2. OXYGEN MASK A13A Type	Y	Y	AE	AE	(25---) Lost in parachute egress.
3. OXYGEN REGULATOR Minireg	Y	Y	AE	AE	(25) See Above.
4. LIFE VEST Mark III-C	Y	Y	SR	SR	(25) Inflated only one bladder
5. LIFE RAFT LPH-1	Y	Y	S	S	prior to water entry.
6. SURVIVAL RADIOS PRC-90	Y	Y			
PRC-63	N	Y			(60) Usual custom in WESTPAC is
7. SIGNALLING DEVICES Day-Night Flares	Y	Y			to carry two radios, one for
Pencil Flares	Y	Y			backup.
Mirror	Y	Y			
Whistle	Y	Y			
Green Dye Marker	Y	Y	SR		
Shark Repellant	Y	Y			
Strobe Light	Y	Y			
8. SURVIVAL KIT (CONTAINER) SV-2 Survival Vest	Y	Y			
9. OTHER SURVIVAL GEAR SEEK-2	Y	Y			
Revolver .38 Cal.	N	Y	S		Two rounds fired over fishing
.38 ammo, 10 rounds	N	Y	S		boats coming toward him
Tracer ammo	N	Y			
Knife, survival	Y	Y			
Tourniquet	N	Y			
Shroud cutters	Y	Y			
10. RESTRAINTS (LAP BELTS, SHOULDER HARNESS, LEG RESTRAINTS)					
Integrated Torso Harness	Y	Y			
11. PARACHUTE-TYPE NB-9 Sky sail	Y	Y	E	E	
12. PARACHUTE CANOPY RELEASE	Y	Y	E	E	
13. PARACHUTE OPENING/DEPLOYMENT DEVICES	Y	Y	E	E	
14. SEAT TYPE Escapac IC-2	Y	Y	E	E	
15. OTHER (SPECIFY) Anti-G Suit	Y	Y			
Seat Pan RDSK 8-A (Raft, etc.)	Y	Y	ES	ES	
16. EXPLAIN PROBLEMS (USE REVERSE SIDE IF NECESSARY)					

(b) (5)

CONTINUED ON REVERSE SIDE

(b) (6)

A/C

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- 01 - NOT AVAILABLE--SUPPLY PROBLEM
- 02 - NOT AVAILABLE--LEFT BEHIND
- 03 - DISCARDED
- 04 - LOST
- 05 - DAMAGED--MINOR
- 06 - DAMAGED--MAJOR
- 07 - BURNED--MINOR
- 08 - BURNED--MAJOR
- 09 - DESTROYED BY EXTREME FORCE/FIRE
- 10 - FAILED TO OPERATE (RADIO, ACTUATOR, ETC.)
- 11 - OPERATED PARTIALLY
- 12 - DIFFICULTY LOCATING
- 13 - BEYOND REACH
- 14 - CONNECTION/CLOSURE DIFFICULTY
- 15 - CONNECTION/CLOSURE FAILURE
- 16 - RELEASE/DISCONNECT DIFFICULTY
- 17 - RELEASE/DISCONNECT FAILURE
- 18 - INADVERTENT RELEASE/DISCONNECT
- 19 - INADVERTENT ACTUATION
- 20 - ACTUATION DIFFICULTY
- 21 - ACTUATION FAILURE
- 22 - ACTUATED BY OTHER PERSON
- 23 - RESTRAINT/ATTACHMENT INADEQUACY
- 24 - RESTRAINTS/ATTACHMENTS NOT USED PROPERLY FOR MAXIMUM PROTECTION
- 25 - IMPROPER USE (OTHER)
- 26 - UNFAMILIAR WITH USE
- 27 - COLD HAMPERED USE
- 28 - INJURY HAMPERED USE
- 29 - WATER HAMPERED USE
- 30 - OTHER EQUIPMENT INTERFERED
- 31 - DOORING/REMOVAL PROBLEM
- 32 - DISCOMFORT/BULKINESS
- 33 - POOR FIT
- 34 - LEAKED
- 35 - MATERIEL DEFICIENCY
- 36 - DESIGN DEFICIENCY
- 37 - HANGUP/ENTANGLEMENT (WITH A/C OR OTHER EQUIPMENT)
- 38 - ENTANGLEMENT (PARACHUTE SUSPENSION LINES ONLY)--MAJOR
- 39 - ENTANGLEMENT (PARACHUTE SUSPENSION LINES ONLY)--MINOR
- 40 - DRAGGING (PARACHUTE ONLY)
- 41 - NON-STANDARD CONFIGURATION
- 42 - AIDED IN LOCATION/RESCUE
- 43 - NOT EFFECTIVE IN LOCATION/RESCUE (USED IN AREA OF SAR VEHICLES)
- 44 - PREVENTED/MINIMIZED INJURY
- 45 - EQUIPMENT PROBLEM (LOSS, FAILURE, ETC.) A FACTOR IN PRODUCING INJURY
- 46 - EQUIPMENT PRODUCED INJURY (HIT BY EJECTION SEAT, ETC.)
- 47 - FAILURE/DELAY IN USING COMPROMISED SURVIVAL/RESCUE
- 48 - ALL CREW EQUIPMENT (CODE ONLY ONCE)
- 49 - MAINTENANCE/INSTALLATION ERROR
- 50 - PROBLEM EXPERIENCED BY OTHERS IN ACTUATION/RELEASE OF EQUIPMENT
- 51 - EQUIPMENT DAMAGE--SELF INDUCED
- 52 - EQUIPMENT FAILURE--SELF INDUCED
- 60 - OTHER (SPECIFY)

(b) (6)

1. LOCATION IN AIRCRAFT

A. LOCATION

1. COCKPIT OR PILOT'S COMPARTMENT
 2. NAVIGATOR'S/ENGINEER'S COMPARTMENT
 3. PASSENGERS' COMPARTMENT (SINGLE DECK)
 4. PASSENGERS' COMPARTMENT (UPPER DECK)
 5. PASSENGERS' COMPARTMENT (LOWER DECK)
 6. OTHER COMPARTMENT
 9. COMPARTMENT UNKNOWN

B. LONGITUDINAL LOCATION

1. FORWARD SECTION
 2. CENTER SECTION
 3. AFT SECTION
 4. SECTION UNKNOWN

C. LATERAL LOCATION

1. CENTER
 4. LEFT SIDE
 5. RIGHT SIDE
 9. UNKNOWN

D. DIRECTION FACING

1. FORWARD
 2. AFT
 3. SIDEWARD
 9. UNKNOWN

E. USE OF SEAT

8. NOT IN SEAT
 1. IN SEAT
 2. BUNK/LITTER
 9. UNKNOWN

C. OTHER

A. STANDARD EMERGENCY GROUND EGRESS
 1. UNDERWATER EGRESS (NOT EJECTION)
 3. DID NOT ESCAPE
 4. EXIT UNASSISTED (OTHER THAN STANDARD EMERG. GROUND EGRESS)
 5. CARRIED/ASSISTED OUT
 6. BLOWN/THROWN OUT
 7. JUMPED FROM A/C (AIRBORNE)
 8. UNKNOWN IF ESCAPE ACCOMPLISHED
 9. ESCAPED, METHOD UNKNOWN

2. METHOD OF ESCAPE (More than one may apply)

A. EJECTION

1. ACCOMPLISHED (FREE OF AIRCRAFT)
 2. ATTEMPTED (NOT ACCOMPLISHED)
 3. SEAT EJECTED ON IMPACT (TERRAIN)
 4. INADVERTENT EJECTION
 7. UNKNOWN IF ATTEMPT WAS MADE
 8. SUSPECTED EJECTION
 9. DEFINITELY NOT ATTEMPTED

B. BAILOUT

1. ACCOMPLISHED (FREE OF AIRCRAFT)
 2. ATTEMPTED (NOT ACCOMPLISHED)
 3. BAILED OUT AFTER EJECTION ATTEMPT FAILED
 7. UNKNOWN IF ATTEMPT WAS MADE
 8. SUSPECTED BAILOUT
 9. DEFINITELY NOT ATTEMPTED

3. INTENT FOR ESCAPE

1. INTENTIONAL
 2. UNINTENTIONAL, SELF INDUCED
 3. UNINTENTIONAL, MECHANICAL
 4. INTENT UNKNOWN

4. EXIT USED

1. NORMAL EXIT
 2. EJECTED THROUGH CANOPY
 3. EMERGENCY EXIT
 6. OTHER
 9. UNKNOWN

5. COCKPIT/CABIN CONDITION AFTER IMPACT

8. NO DAMAGE (OTHER THAN CANOPY LOSS, ETC.)
 1. MINOR DAMAGE (DEFINITELY HABITABLE)
 2. REASONABLY INTACT (PROBABLY HABITABLE)
 3. MAJOR DAMAGE (PROBABLY NOT HABITABLE)
 4. DESTROYED (DEFINITELY NOT HABITABLE)
 9. UNKNOWN

6. ORDER OF ESCAPE (1st, 2nd, etc.)

7. REASON(S) FOR ESCAPE (More than one may apply)

A. FIRE/EXPLOSION/SMOKE
 B. LOSS OF CONTROL
 C. ENGINE FAILURE
 D. FUEL EXHAUSTION
 E. STRUCTURAL FAILURE
 F. MID-AIR COLLISION
 G. WATER IMPACT
 H. GROUND/STRUCTURE IMPACT
 J. LAUNCH FAILURE
 K. ARRESTMENT FAILURE
 Y. OTHER
 Z. UNKNOWN

CONTINUED ON REVERSE SIDE

(b) (6)

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8. COMMUNICATIONS PRIOR TO ESCAPE

1. DISTRESS SIGNAL TRANSMITTED

2. POSITION FIX TRANSMITTED

3. EMERGENCY IFF (MANUAL)

4. EMERGENCY IFF (AUTOMATIC)

9. UNKNOWN

8. NONE

9. NUMBER OF PREVIOUS:

EJECTIONS 0 EMERGENCY BAILOUTS 0

OTHER PARACHUTE JUMPS (TRAINING, SKYDIVING, ETC.) 0

10. TERRAIN OF PARACHUTE LANDING OR CRASH SITE

(More than one may be applicable)

<input checked="" type="checkbox"/> A - OPEN SEA	<input type="checkbox"/> K - BUILDING
<input type="checkbox"/> B - LARGE LAKE	<input type="checkbox"/> L - FLIGHT DECK
<input type="checkbox"/> C - RIVER	<input type="checkbox"/> M - DENSE WOODS
<input type="checkbox"/> D - DEEP WATER, OTHER	<input type="checkbox"/> N - IN TREES
<input type="checkbox"/> E - SHALLOW WATER	<input type="checkbox"/> T - THROUGH TREES
<input type="checkbox"/> F - DEEP SNOW	<input type="checkbox"/> P - RAVINE/STEEP SLOPE
<input type="checkbox"/> G - THICK ICE	<input type="checkbox"/> Q - ROCKS
<input type="checkbox"/> H - MARSH/SWAMP/MUD	<input type="checkbox"/> R - IN/NEAR FIREBALL
<input type="checkbox"/> U - HARD GROUND	<input type="checkbox"/> S - DESERT
<input type="checkbox"/> J - SOFT GROUND	<input type="checkbox"/> Y - UNKNOWN
	<input type="checkbox"/> Z - OTHER

11. AIRCRAFT ATTITUDE AT TIME OF ESCAPE

(Either in flight or after crash, ditching, etc.)

NOSE UP

NOSE DOWN 5 DEGREES

RIGHT BANK

LEFT BANK _____ DEGREES

A. NOSE DOWN SPIN

F. DISINTEGRATION

B. FLAT SPIN

G. INVERTED

C. OSCILLATING SPIN

H. MUSHING

D. ROLLING

Z. UNKNOWN

E. TUMBLING

Y. OTHER (DESCRIBE) _____

12. EJECTION SEAT/PARACHUTE TRAINING

(Not required for passengers who had no opportunity to escape)

TYPE OF TRAINING	TOTAL HOUR IN TRAINING	DATE OF LAST TRAINING	ROLE*
LECTURES/DEMONSTRATIONS	8	28 JAN 67	1
TRAINING FILMS	4	28 JAN 67	1
UNARMED EJECTION SEAT	-	-	
ARMED SEAT ON TOWER	2	28 JAN 67	1
JUMP SCHOOL	0	0	0
PARASAIL TRAINING	0	0	0
OTHER (SPECIFY)			

*Use codes below to indicate role training played in this mishap.

0 - NO IMPORTANCE 3 - LACK OF TRAINING FACTOR

1 - TRAINING DEFINITE HELP 4 - LACK OF TRAINING POSSIBLE FACTOR

2 - TRAINING POSSIBLE HELP 9 - TRAINING ROLE UNKNOWN

13. EGRESS DIFFICULTIES (Place X in appropriate column)

B - Before; D - During; A - After

		GROUND			WATER			AIR			
		B	D	A	B	D	A	B	D	A	
1. BUFFETING	01										
2. G FORCES	02										
3. WINDBLAST	03										
4. SEAT PINS NOT REMOVED	04										
5. DIFFICULTY LOCATING CANOPY JETTISON MECHANISM	05										
6. HAMPERED BY CLOTHING	06										
7. HAMPERED BY EQUIPMENT (INCLUDE BODY ARMOR)	07										
8. HAMPERED BY INJURIES	08										
9. DIFFICULTY RELEASING CANOPY/HATCH	09										
10. FAILURE TO RELEASE CANOPY/HATCH	10										
11. DIFFICULTY LOCATING/REACHING NORMAL EJECTION MECHANISM	11										
12. DIFFICULTY LOCATING/REACHING ALTERNATE EJECTION MECHANISM	12										
13. FACE CURTAIN FAILED TO ACTIVATE SEAT	13										
14. FACE CURTAIN PROBLEM (LOCATING, REACHING, ETC.)	14										
15. SEAT PAN FIRING HANDLE FAILED TO ACTIVATE SEAT	15										
16. SEAT PAN FIRING HANDLE PROBLEM (LOCATING, ETC.)	16										
17. CANOPY JETTISON PROBLEM	17										
18. CANOPY JETTISON FAILURE (AUTOMATIC MEANS)	18										

(b) (6)

CONTINUED ON NEXT PAGE

13. EGRESS DIFFICULTIES (Place X in appropriate column) (Continued)

		GROUND			WATER			AIR		
		B	D	A	B	D	A	B	D	A
19. COULD NOT OPEN CANOPY/HATCH	19									
20. DIFFICULTY RELEASING RESTRAINTS	20									
21. DIFFICULTY REACHING HATCH/EXIT-OBSTRUCTIONS	21									
22. DIFFICULTY REACHING HATCH/EXIT-INJURIES	22									
23. DIFFICULTY REACHING HATCH/EXIT-A/C ATTITUDE	23									
24. DIFFICULTY REACHING HATCH/EXIT-EQUIPMENT HANDUP	24									
25. PINNED DOWN IN A/C (OTHER THAN EQUIPMENT HANDUP)	25									
26. CONFUSION/PANIC/DISORIENTATION	26									
27. DARKNESS-NO VISUAL REFERENCE	27									
28. FIRE/SMOKE/FUEL	28							X		
29. ANTHROPOMETRIC PROBLEM	29									
30. PERSONAL EQUIPMENT FACTOR (OTHER THAN HANDUP)	30									
31. UPPER EXTREMITIES HIT COCKPIT STRUCTURES	31									
32. LOWER EXTREMITIES HIT COCKPIT STRUCTURES	32									
33. MAN STRUCK CANOPY/CANOPY BOW	33									
34. STRUCK EXTERNAL SURFACE OF AIRCRAFT	34									
35. FLAILING - UPPER EXTREMITIES	35									
36. FLAILING - LOWER EXTREMITIES	36									
37. DROGUE SLUG SWINGING AT MAN	37									
38. DROGUE SLUG STRUCK MAN	38									
39. MAN STRUCK BY OTHER EQUIPMENT	39									
40. MAN STRUCK BY SEAT	40									
41. SEAT SEPARATION DIFFICULTY	41									
42. SEAT/PARACHUTE ENTANGLEMENT	42									
43. MAN TANGLED IN CHUTE RISERS-MAJOR	43									
44. MAN TANGLED IN CHUTE RISERS-MINOR	44									
45. PARACHUTE LINE ØLZR	45									
46. MAN HELD ON TO SEAT	46									
47. TUMBLING/SPINNING	47									
48. PARACHUTE DID NOT OPEN	48									
49. PARACHUTE STREAMED	49									
50. INADVERTENT OPENING OF LAP BELT	50									
51. FAILURE OF LAP BELT TO OPEN	51									
52. INRUSHING WATER	52									
53. COLD	53									
54. UNCONSCIOUS/DAZED	54									
55. OTHER	55									

REMARKS OR CONTINUATION: (Index each remark with code from above)

NAME (b) (6)	SERIAL NO. [REDACTED]	A/C A7B Corsair II	BUNG 154383
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MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
EJECTION OR BAILOUT
OPNAV FORM 3750/3G (REV. 4-68) S/N 8107-731-8761

REPORT SYMBOL 3750-7
See Section II of OPNAVINST 3750.6
PAGE 1 OF 2

(Complete for all inflight escapes and ejections)

1. TIME FROM EMERGENCY UNTIL ESCAPE ATTEMPT WAS INITIATED
HOURS 0 MINUTES 5 SECONDS

2. DELAY IN INITIATING ESCAPE DUE TO:

- | | |
|--|--|
| <input type="checkbox"/> 1. ATTEMPTING TO OVERCOME PROBLEM | <input type="checkbox"/> 5. LOSING ALTITUDE |
| <input type="checkbox"/> 2. AVOIDING POPULATED AREA | <input type="checkbox"/> 6. LOSING AIRSPEED |
| <input checked="" type="checkbox"/> 3. AVOIDING UNSUITABLE TERRAIN | <input checked="" type="checkbox"/> 4. OTHER |
| <input type="checkbox"/> 4. GAINING ALTITUDE | <input type="checkbox"/> 7. UNKNOWN |

3. TERRAIN CLEARANCE AT TIME OF:

- A. 1. ESCAPE (FEET) 3,500MSL PARACHUTE OPENING (FEET) 200
B. 1. AIRSPEED AT TIME OF ESCAPE 200 KIAS
2. GROUND/FORWARD SPEED (IF NOT AIRBORNE) _____ K
C. 1. PARACHUTE DID NOT OPEN 2. PARACHUTE STREAMED

4. PROTECTIVE HELMET:

	CHIN STRAP FASTENED			HELMET VISOR LOWERED		
	YES	NO	UNK	YES	NO	UNK
1. BEFORE EMERGENCY	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. DURING EGRESS	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. DURING CHUTE LANDING	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. CHIN STRAP FASTENED SNUGLY				<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. NAPE STRAP FASTENED SNUGLY				<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

5. ZERO LANYARD:

- | | |
|---|---|
| A. WHEN CONNECTED | B. SURVIVAL FACTOR |
| <input type="checkbox"/> 8. AVAILABLE, NOT CONNECTED | <input type="checkbox"/> 8. NOT A FACTOR IN SURVIVAL |
| <input checked="" type="checkbox"/> 1. PRIOR TO EMERGENCY | <input checked="" type="checkbox"/> 1. FACTOR IN SURVIVAL |
| <input type="checkbox"/> 2. DURING EMERGENCY | <input type="checkbox"/> 2. NOT A FACTOR IN NON-SURVIVAL |
| <input type="checkbox"/> 3. TIME UNKNOWN | <input type="checkbox"/> 3. FACTOR IN NON-SURVIVAL |
| <input type="checkbox"/> 4. NA/NOT AVAILABLE | <input type="checkbox"/> 9. UNKNOWN IF FACTOR |
| <input type="checkbox"/> 9. UNKNOWN | |

6. AUTOMATIC LAP BELT RELEASE

- | | |
|---|--|
| <input type="checkbox"/> 8. DID NOT OPEN OR RELEASE | <input type="checkbox"/> 3. OPENED INADVERTENTLY |
| <input checked="" type="checkbox"/> 1. RELEASED AUTOMATICALLY AS DESIGNED | <input type="checkbox"/> 9. UNKNOWN HOW RELEASED |
| <input type="checkbox"/> 2. OPENED MANUALLY | <input type="checkbox"/> 9. UNKNOWN IF RELEASED |

7. REMOVAL OF AIRCRAFT CANOPY

- | | |
|---|--|
| A. INTENT | B. INITIATED BY: |
| <input checked="" type="checkbox"/> 1. INTENTIONAL | <input checked="" type="checkbox"/> 1. THIS INDIVIDUAL |
| <input type="checkbox"/> 2. UNINTENTIONAL, SELF-INDUCED | <input type="checkbox"/> 2. ANOTHER INDIVIDUAL |
| <input type="checkbox"/> 3. UNINTENTIONAL, MECHANICAL | <input type="checkbox"/> 9. UNKNOWN |
| <input type="checkbox"/> 9. UNKNOWN | |

7. REMOVAL OF AIRCRAFT CANOPY (Continued)

- | | |
|--|---|
| C. REMOVAL | D. METHOD |
| <input type="checkbox"/> 8. DEFINITELY NOT ATTEMPTED | <input type="checkbox"/> 1. ARM REST/LEG BRACE |
| <input checked="" type="checkbox"/> 1. ACCOMPLISHED | <input checked="" type="checkbox"/> 2. FACE CURTAIN |
| <input type="checkbox"/> 2. ATTEMPTED (UNSUCCESSFUL) | <input type="checkbox"/> 3. SEAT PAN HANDLE |
| <input type="checkbox"/> 3. UNKNOWN IF ATTEMPTED | <input type="checkbox"/> 4. MANUALLY UNLOCKED |
| | <input type="checkbox"/> 5. EXTERNAL FORCE |
| | <input type="checkbox"/> 6. CANOPY JETTISON HANDLE |
| | <input type="checkbox"/> 9. UNKNOWN |
| | <input type="checkbox"/> 8. OTHER (DESCRIBE) |

8. EJECTION

- | | |
|--|---|
| A. INTENT | C. METHOD |
| <input checked="" type="checkbox"/> 1. INTENTIONAL | <input type="checkbox"/> 1. ARM REST/LEG BRACE |
| <input type="checkbox"/> 2. UNINTENTIONAL | <input checked="" type="checkbox"/> 2. FACE CURTAIN |
| <input type="checkbox"/> 9. UNKNOWN | <input type="checkbox"/> 3. SEAT PAN HANDLE |
| B. INITIATED BY | <input type="checkbox"/> 4. SEAT SEQUENCER |
| <input checked="" type="checkbox"/> 1. THIS PERSON | <input type="checkbox"/> 5. IMPACT |
| <input type="checkbox"/> 2. ANOTHER PERSON | <input type="checkbox"/> 6. FIRE |
| <input type="checkbox"/> 3. EXTERNAL FORCE | <input type="checkbox"/> 7. MECHANICAL FAILURE |
| <input type="checkbox"/> 9. UNKNOWN | <input type="checkbox"/> 8. OTHER EXTERNAL FORCE |
| | <input type="checkbox"/> 9. UNKNOWN |

9. BODY POSITION AT EJECTION (As compared to optimal)

	A. HEAD	B. HIPS	C. FEET	D. ELBOWS
OPTIMAL 1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
FORWARD 2				
UPWARD 3				
LATERAL 4				
UNKNOWN 9				

10. POSITION OF EJECTION SEAT

- | | |
|--|---|
| <input checked="" type="checkbox"/> 1. FULL UP | <input type="checkbox"/> 3. INTERMEDIATE POSITION |
| <input type="checkbox"/> 2. FULL DOWN | <input type="checkbox"/> 9. UNKNOWN |

11. METHOD OF SEPARATING MAN FROM SEAT

- | | |
|---|---|
| <input type="checkbox"/> 8. DID NOT SEPARATE | <input type="checkbox"/> 4. PERSONNEL PARACHUTE |
| <input type="checkbox"/> 1. SEAT SEPARATOR | <input type="checkbox"/> 9. OTHER |
| <input checked="" type="checkbox"/> 2. SPONTANEOUS/TUMBLING | <input type="checkbox"/> 9. UNKNOWN |
| <input type="checkbox"/> 3. PUSHED SELF AWAY | |

CONTINUED ON REVERSE SIDE

NAME

(b) (6)

A/C

A7B Corsair II

SRNO

154383

12. TYPE OF SEAT SEPARATION

0. NONE 3. PARACHUTE
 1. ROTARY 4. SHUBBING LANYARD
 2. BLADDER

13. METHODS OF DEPLOYING PARACHUTE

0. NOT DEPLOYED 5. STATIC LINE
 1. AUTOMATIC TIMER 6. MANUAL
 2. ANERGD 8. OTHER
 3. BALLISTIC DEVICE 9. UNKNOWN
 4. ZERO LANYARD

14. PARACHUTE OPENING SHOCK

0. NEGLIGIBLE 2. SEVERE
 1. MODERATE 9. UNKNOWN

15. OSCILLATIONS

	0-NEGLIGIBLE	1-MODERATE	2-SEVERE	9-UNKNOWN
A. DURING DESCENT				
B. DURING LANDING				

16. PARACHUTE DAMAGE (Give number of)

1. SEVERED SHROUD LINES _____ 3. TORN PANELS-MAJOR _____
 2. MISSING PANELS _____ 4. TORN PANELS-MINOR _____

17. CAUSE OF PARACHUTE DAMAGE

1. OPENING SHOCK 6. IN TREES
 2. FOULED ON EJECTION SEAT 7. DRAGGING
 3. FOULED ON A/C 8. OTHER (DESCRIBE)
 4. FIRE 9. UNKNOWN
 5. ON LANDING

18. FOUR LINE CUT DISREGARD, (Air Force Item only)

19. DIRECTION FACED AT CHUTE LANDING

1. DIRECTLY FACING 4. QUARTERING, BACK
 2. FACING AWAY 5. DIRECTLY SIDEWAYS
 3. QUARTERING, FACING 9. UNKNOWN

20. LANDING CONDITIONS

- A. TOTAL WEIGHT UNDER PARACHUTE: _____ LBS
 B. SURFACE WINDS _____ KNOTS
 C. DRAGGED BY CHUTE 1. YES 0. NO
 D. DISTANCE DRAGGED: _____ YARDS

21. PARACHUTE LANDING POSITION TECHNIQUES

- A. 0. COULD NOT SEE 1. MUSCLES TENSED
 1. LOOKING AHEAD 2. MUSCLES TOO TENSE
 2. LOOKING DOWN 3. TOO RELAXED
 6. OTHER 8. OTHER
 9. UNKNOWN 9. UNKNOWN
- B. 1. FELL OBLIQUELY 1. PROPER POSITION
 2. FELL BACKWARD 2. KNEES LOCKED
 3. FELL FORWARD 3. ARMS IN POOR POSITION
 8. OTHER 5. OTHER
 9. UNKNOWN 9. UNKNOWN

22. DEPLOYED BEFORE LANDING

	1-YES	0-NO	9-UNKNOWN
A. SURVIVAL KIT			
B. LIFE RAFT			
C. LIFE VEST			

23. CANOPY DEFLATION POCKETS

0. NOT EFFECTIVE IN COLLAPSING CHUTE
 1. AIDED IN COLLAPSING CHUTE
 7. NOT INSTALLED
 8. UNKNOWN IF INSTALLED
 9. UNKNOWN IF EFFECTIVE

REMARKS:

(b) (6)

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
SURVIVAL AND RESCUE
OPNAV FORM 3750/8H (REV. 4-68) 1/4 6107-731-8800

REPORT SYMBOL 3750-7
See Section II of OPNAV INST 3750.6
PAGE 1 OF 3

1. SURVIVAL TRAINING

*Use Code as right to indicate the role this person's training played in survival.

0 - NOT A FACTOR
1 - DEFINITELY HELPED
2 - POSSIBLY HELPED

3 - LACK OF TRAINING DEFINITE FACTOR
4 - LACK OF TRAINING POSSIBLE FACTOR
9 - ROLE UNKNOWN

TYPE TRAINING	COURSE AND SPONSOR	PLACE ACCOMPLISHED	COMPLETED		ROLE
			Month	Year	
A. WATER SURVIVAL:					
1. MAINTENANCE SWIM	USNAS, Miramar, Calif.	North Island, Calif.	JUN	67	1
2. DILBERT DUNKER	USNAS, Pensacola, Florida	Pensacola, Florida	DEC	56	0
3. PARACHUTE DRAG	USNAS, Pensacola, Florida	Pensacola, Florida	DEC	56	0
4. IMMERSED COCKPIT					
5. IMMERSED SEAT					
B. JUNGLE SURVIVAL	JEST USNAS, CUBI POINT	Republic of P.I.			
C. ARCTIC SURVIVAL	No				
D. DESERT SURVIVAL	USNAS, Miramar, Calif.	San Diego, Calif.	JAN	67	0
E. MOUNTAIN SURVIVAL					
F. SURVIVAL (GENERAL)	Stead AFB	Stead AFB	DEC	56	0

2. CONDITIONS PREVAILING AT SURVIVAL/RESCUE SITE (If widely variable, give range)

A. WATER TEMPERATURE <u>82</u> °F	F. TERRAIN	G. WEATHER
B. AIR TEMPERATURE <u>87</u> °F	<input type="checkbox"/> 1. OPEN GROUND	<input checked="" type="checkbox"/> 5. WATER
C. SURFACE WINDS <u>0-2</u> KNOTS	<input type="checkbox"/> 2. WOODS/JUNGLE	<input checked="" type="checkbox"/> 1. CLEAR
D. WAVE HEIGHT <u>1-2</u> FEET	<input type="checkbox"/> 3. MOUNTAINS	<input type="checkbox"/> 2. OVERCAST
E. WAVE FREQUENCY _____ PER MIN.	<input type="checkbox"/> 4. DESERT	<input type="checkbox"/> 3. FOG
	<input type="checkbox"/> 5. UNKNOW	<input type="checkbox"/> 4. RAIN
		<input type="checkbox"/> 5. SNOW
		<input type="checkbox"/> 6. SLEET
		<input type="checkbox"/> 7. HAIL
		<input type="checkbox"/> 8. OTHER
		<input type="checkbox"/> 9. UNKNOWN

3. TIME LAPSE SEQUENCE FOR RESCUE EVENTS (Give time lapse in hours and minutes from time of mishap)

For actual rescue vehicle and personnel and others who took an active part in the rescue sequence but did not actually recover this individual. See Instructions for details.

Approximations only - No rescue report filed with reporting custodian	ACTUAL	OTHER ASSIST	LIGHT CONDITIONS			
			Day	Night	Dawn	Dusk
A. RESCUE PERSONNEL NOTIFIED THAT MISHAP HAD OCCURRED	9:44	9:43	<input checked="" type="checkbox"/>			
B. RESCUE VEHICLE DEPARTED	9:50	9:46				
C. THIS INDIVIDUAL LOCATED BY RESCUE PERSONNEL	9:55					
D. THIS INDIVIDUAL PHYSICALLY REACHED BY RESCUE VEHICLE PERSONNEL	9:56					
E. THIS INDIVIDUAL ACTUALLY ABOARD RESCUE VEHICLE OR RESCUE ATTEMPT ABANDONED	10:10					
F. RESCUE COMPLETED (PERSON RETURNED TO STATION, HOSPITAL, ETC.)	10:25					

4. A. TIME THIS INDIVIDUAL SPENT IN WATER 30 HRS. 30 MIN. B. TIME THIS INDIVIDUAL SPENT IN LIFE RAFT 10 HRS. 10 MIN.

5. AT TIME OF RESCUE ALERT, DISTANCE IN MILES FROM MISHAP SITE TO:

A. ACTUAL RESCUE VEHICLE 4-5 Miles B. NEAREST ASSIST RESCUE VEHICLE Same

6. PERSONNEL/VEHICLES PARTICIPATING IN RESCUE

A. VEHICLE PERFORMING ACTUAL PICKUP OF THIS PERSON

1. TYPE/MODEL: H-53A 2. LOCATION WHEN ALERTED: Chu Lai, RVN 3. DUTY WHEN ALERTED: SAR Alert

B. DID RESCUE PERSONNEL LEAVE VEHICLE TO ASSIST IN RESCUE? IF SO, HOW?

1. YES 2. NO 9. UNKNOWN

A. PARACHUTED C. DESCENDED LINE/LADDER/NET E. NORMAL GROUND/WATER
 B. JUMPED WITHOUT PARACHUTE D. LOWERED BY HOIST F. OTHER

C. LIST OTHER VEHICLES PARTICIPATING IN RESCUE EFFORT: (OTHER ASSISTS IN ITEM 3)

A-7B Wingman
OTHERS WHO STOOD BY READY TO RENDER ASSISTANCE IF REQUIRED: "Huey" Gunship orbited fishing boats in area

D. NUMBER SEARCH AND RESCUE HOURS 0.5 approximately

CONTINUED ON REVERSE SIDE

NAME <u>(b) (6)</u>	A/C <u>A7B Corsair II</u>	BUONO <u>154383</u>
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7. RESCUE EQUIPMENT USED (Use numbers to show sequence)

- 2 A - SLING
- B - SEAT
- C - CARGO NET
- D - ROPE
- E - LIFE RING
- F - BASKET
- G - BOOM NET
- H - DAVIT
- 1 J - RAFT
- K - WEBBING CUTTERS
- L - CHICAGO GRIP
- Y - OTHER (DESCRIBE) _____
- M - GRAPNEL
- N - BOARDING LADDER
- P - KNIFE/AXE/SAW
- Q - MAKESHIFT CARRIER/SUPPORT
- R - FIRST AID EQUIPMENT
- S - TREE PENETRATOR SEAT
- T - HELICOPTER PLATFORM
- U - STRETCHER
- V - CABLE CUTTERS
- W - HELICOPTER RESCUE BOOM
- X - BILLY PUGH NET

8. RESCUE ALERTING MEANS (Use numbers to show sequence)

- 2 A - WITNESSED
- 3 B - RADAR SURVEILLANCE
- C - OVERDUE REPORT TO SAR
- D - AIRBORNE RAPID RELAY
- E - CRASH PHONE
- F - OTHER TELEPHONE
- 1 G - RADIO MAY-DAY CALL
- Y - OTHER (DESCRIBE) _____
- H - RADIO SURVIVAL TYPE
- 2 J - OTHER RADIO REPORT
- K - VISUAL SIGNALLING EQUIPMENT
- L - AUDIO SIGNALLING EQUIPMENT
- M - SURVIVOR REPORT
- N - LOSS OF RADIO CONTACT
- P - SMOKE/FIRE - CRASH SCENE

9. ALERTING/COMMUNICATIONS PROBLEMS

- A - POOR RADIO RECEPTION
- B - TELEPHONE LINE BUSY
- C - POOR RADIO DISCIPLINE
- D - AIRCRAFT RADIO/IFF EQUIPMENT INOPERATIVE
- E - POOR RADIO PROCEDURES
- Y - OTHER _____

10. DELAYS IN DEPARTURE OF RESCUE VEHICLES

- A - VEHICLE OPERATOR NOT AVAILABLE
- B - VEHICLE NOT READY
- C - VEHICLE CREW NOT AVAILABLE
- D - COMMUNICATIONS BREAKDOWN
- E - COMPLETING PREVIOUSLY ASSIGNED DUTIES
- F - LACK OF INFORMATION ON CRASH SITE
- G - NATURE OF TERRAIN
- H - WEATHER
- Y - OTHER _____

11. RESCUE VEHICLE PROBLEMS ENROUTE **None Known**

- A - HEADWIND
- B - POOR VISIBILITY
- C - HIGH SEA STATE
- D - MECHANICAL PROBLEMS
- Y - OTHER _____
- E - NATURE OF TERRAIN
- F - OTHER OBSTRUCTIONS (FENCES, ETC.)
- G - RESCUERS LOST
- H - WEATHER

12. PROBLEMS IN LOCATING INDIVIDUAL (OR KEEPING IN SIGHT) **None**

- A - HEAVY SEAS
- B - TREES
- C - FOG/CLOUDS
- D - PRECIPITATION
- E - DARKNESS
- F - RADIO INTERFERENCE
- G - CONFUSION DUE TO OTHER LIGHTS
- H - MALFUNCTION OF DIRECTIONAL EQUIPMENT
- J - LACK OF CORRECT INFORMATION ON LOCATION OF SURVIVOR
- K - INABILITY TO VISUALLY DISTINGUISH SURVIVOR FROM TERRAIN
- L - LOSS OF RADIO/RADAR CONTACT
- M - SURVIVOR'S FAILURE TO USE SIGNALLING EQUIPMENT
- Y - OTHER _____

13. LOCATOR MEANS

Consult Instructions for listing of specific locator means and enter under appropriate categories. Use numbers to indicate sequence of observation.

GENERAL	PYROTECHNICS	ELECTRONIC SIGNAL DEVICES	BALLISTICS	AUDITORY	VISUAL
01	-	05	-	-	55
02					56
03					57
					58
					60

(b) (6)

- | | | |
|--|--|---|
| <input type="checkbox"/> #1 - INADEQUATE FLOTATION GEAR | <input type="checkbox"/> #9 - PULLED DOWN BY SINKING PARACHUTE | <input type="checkbox"/> 18 - TOPOGRAPHY (SWAMPS, MOUNTAINS, DESERTS, ETC.) |
| <input type="checkbox"/> #2 - INADEQUATE COLD WEATHER GEAR | <input type="checkbox"/> 10 - ENTANGLEMENT (OTHER THAN PARACHUTE) | <input type="checkbox"/> 19 - DARKNESS |
| <input type="checkbox"/> #3 - LACK OF SIGHALLING EQUIPMENT | <input type="checkbox"/> 11 - UNFAMILIAR WITH PROCEDURES/EQUIPMENT | <input type="checkbox"/> 20 - THROWN OUT OF RAFT |
| <input type="checkbox"/> #4 - LACK OF OTHER EQUIPMENT | <input type="checkbox"/> 12 - CONFUSED, DAZED, DISORIENTED | <input type="checkbox"/> 21 - HAMPERED BY HELD DOWNWASH |
| <input type="checkbox"/> #5 - ENTANGLEMENT (PARACHUTE) | <input type="checkbox"/> 13 - INCAPACITATED BY INJURY | <input checked="" type="checkbox"/> 22 - PROBLEM BOARDING RESCUE VEHICLE |
| <input type="checkbox"/> #6 - DRAGGING (PARACHUTE) | <input type="checkbox"/> 14 - POOR PHYSICAL CONDITION | <input type="checkbox"/> 23 - THIRST |
| <input type="checkbox"/> #7 - PARACHUTE HARDWARE PROBLEM | <input type="checkbox"/> 15 - EXPOSURE (HEAT, COLD, SUNBURN, ETC.) | <input type="checkbox"/> 24 - HUNGER |
| <input type="checkbox"/> #8 - ENTRAPMENT IN AIRCRAFT | <input type="checkbox"/> 16 - FATIGUE | <input type="checkbox"/> 25 - INSECTS, SNAKES, ANIMALS, ETC. |
| <input type="checkbox"/> #9 - OTHER _____ | <input type="checkbox"/> 17 - WEATHER | <input type="checkbox"/> 26 - SHARKS |

15. PROBLEMS THAT COMPLICATED RESCUE OPERATIONS

- | | |
|--|--|
| <input type="checkbox"/> #1 - FAILURE OF RESCUE VEHICLE (MECHANICAL PROBLEMS) | <input type="checkbox"/> 15 - PANIC/INAPPROPRIATE ACTIONS OF PERSON BEING RESCUED |
| <input type="checkbox"/> #2 - INADEQUACY/LACK OF RESCUE VEHICLE | <input type="checkbox"/> 16 - RESCUE VEHICLE ACCIDENT |
| <input type="checkbox"/> #3 - FAILURE OF RESCUE EQUIPMENT (HOIST, ETC.) | <input type="checkbox"/> 17 - COMMUNICATIONS PROBLEMS |
| <input type="checkbox"/> #4 - INADEQUACY/LACK OF RESCUE EQUIPMENT | <input type="checkbox"/> 18 - DRAG/ENTANGLEMENT BY DEPLOYED PARACHUTE |
| <input checked="" type="checkbox"/> #5 - INADEQUACY OF RESCUE PERSONNEL KNOWLEDGE/TRAINING | <input type="checkbox"/> 19 - TOPOGRAPHY (ROUGH SEAS, MOUNTAINS, ETC.) |
| <input type="checkbox"/> #6 - INADEQUATE MEDICAL EQUIPMENT | <input type="checkbox"/> 20 - INTERFERENCE FROM OTHER VEHICLES |
| <input type="checkbox"/> #7 - INADEQUATE MEDICAL FACILITIES | <input type="checkbox"/> 21 - VICTIM PULLED AWAY BY EXTERNAL FORCES |
| <input type="checkbox"/> #8 - VEHICLE OPERATOR FACTOR (POOR PROCEDURE) | <input type="checkbox"/> 22 - WEATHER |
| <input type="checkbox"/> #9 - RESCUE CREWMAN ASSIST HESITANCY | <input type="checkbox"/> 23 - DARKNESS |
| <input type="checkbox"/> 10 - FIRE/EXPLOSION | <input type="checkbox"/> 24 - WEIGHT/DRAG PROBLEM NOT DUE TO PARACHUTE |
| <input type="checkbox"/> 11 - ENTRAPMENT IN AIRCRAFT | <input type="checkbox"/> 25 - HAMPERED BY PERSONNEL/SURVIVAL EQUIPMENT OF PERSON BEING RESCUED |
| <input type="checkbox"/> 12 - PHYSICAL LIMITATIONS OF RESCUE PERSONNEL | <input type="checkbox"/> 26 - FLOATING DEBRIS |
| <input type="checkbox"/> 13 - PHYSICAL LIMITATIONS OF PERSON BEING RESCUED | <input type="checkbox"/> 27 - PRIMARY RESCUER DELAYED AWAITING FUTILE ATTEMPTS BY OTHER RESCUERS |
| <input type="checkbox"/> 14 - CARELESSNESS OF RESCUE PERSONNEL | <input type="checkbox"/> 28 - HAMPERED BY HELICOPTER DOWNWASH |
| <input checked="" type="checkbox"/> #9 - OTHER NO SWIMMER DEPLOYED | |

16. INDIVIDUAL'S PHYSICAL CONDITION	DURING RESCUE	AFTER RESCUE	DURING RESCUE	AFTER RESCUE
1. FULLY ABLE TO ASSIST	1 - <input checked="" type="checkbox"/>	A -	5. FATAL ON RECOVERY--DROWNED	E -
2. PARTIALLY ABLE TO ASSIST	2 -	B - <input checked="" type="checkbox"/>	6. RECOVERED ALIVE--DIED FROM INJURIES	F -
3. IMMOBILE OR UNCONSCIOUS	3 -	C -	7. LOST DURING RESCUE ATTEMPT--PRESUMED DROWNED	G -
4. FATAL ON RECOVERY--DUE TO INJURIES		D -	8. LOST DURING RESCUE ATTEMPT--APPARENTLY INJURED OR DROWNED	H -

17. CHECK CATEGORY OF FACTORS THAT HELPED RESCUE RECOVERY (FROM RESCUER POINT OF VIEW)

- UNABLE TO ANSWER - NO REPORT**
- | | |
|--|---|
| <input type="checkbox"/> 1 - RESCUE PERSONNEL TRAINING | <input type="checkbox"/> 6 - AVAILABILITY OF RESCUE EQUIPMENT |
| <input type="checkbox"/> 2 - TRAINING OF PERSON TO BE RESCUED | <input type="checkbox"/> 7 - SUITABILITY OF RESCUE EQUIPMENT |
| <input type="checkbox"/> 3 - KNOWLEDGE OF AIRCRAFT EMERGENCY ESCAPE MEANS | <input type="checkbox"/> 8 - SURVIVOR'S TECHNIQUES |
| <input type="checkbox"/> 4 - KNOWLEDGE OF PERSONNEL EQUIPMENT RELEASES/ACTUATORS | <input type="checkbox"/> 9 - COORDINATION OF RESCUE EFFORTS |
| <input type="checkbox"/> 5 - RESCUE PROCEDURES/PRE-ACCIDENT PLANS | |

NAME (b) (6)	SERIAL NO. [REDACTED]	A/C A7B Corsair II	BUND 154383
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MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
FLIGHT SURGEON'S COMMENTS, ANALYSIS AND RECOMMENDATIONS

REPORT SYMBOL 3750-7
See Section II of OPNAVINST 3750.6

OPNAV FORM 3750-BI (REV. 4-68) S/N 0107-721-8900

1. (b) (5), (b) (6)

2.

3.

4.

5.

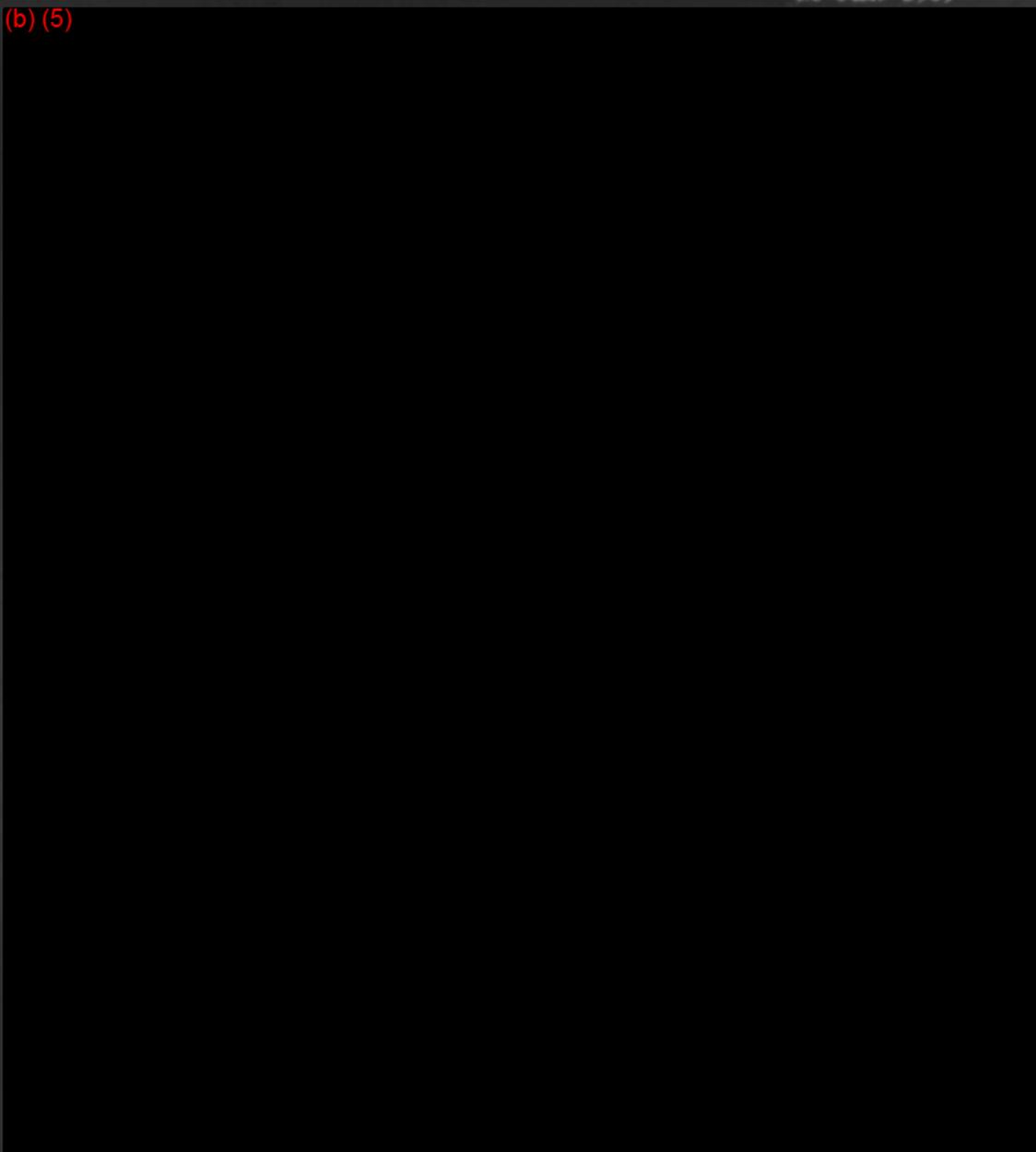
6.

FLIGHT SURGEON PARTICIPATED FULLY IN INVESTIGATION <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	NO. OF HOURS SPENT 7½	DATE OF REPORT 27 JUNE 1969
FLIGHT SURGEON PARTICIPATED FULLY IN BOARD PROCEEDINGS <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	NO. OF HOURS SPENT 2	NO. REPORTS PREPARED Two
REPORTING OFFICER'S NAME AND GRADE (b) (6) LT MC USN	OFFICE STATION Flight Surgeon Carrier Air Wing NINE	SIGNATURE (b) (6)

Statement of LCDR (b) (6) USN, CVW-9, concerning aircraft
accident of A7B BuNo 154383 on 8 June 1969.

10 June 1969

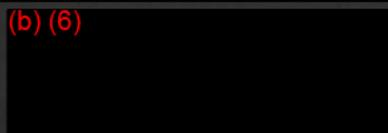
(b) (5)



(b) (5)



(b) (6)



Statement of LTJG (b) (6) USN, VA-215, concerning aircraft
accident of A7B, BuNo 154383 on 8 June 1969.

8 June 1969

(b) (5), (b) (6)



1

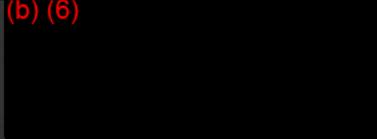
Enclosure (2)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6F.

(b) (5)



(b) (6)



RESCUE REPORT
OPNAV FORM 3750-13 (3-63)

SP - HANDLING REQUIRED IN ACCORDANCE WITH OPNAV 3750.0E
INSTRUCTIONS: SEE REVERSE

OPNAV REPORT SYMBOL 3750-14

1. FROM (b) (6) 1ST LT. OTC, SAR DETACHMENT, CHU LAI		2. DATE OF MISHAP 8 JUN 69	2A. DATE OF RESCUE 8 JUN 69
3. LOCATION AND DUTIES OF RESCUE VEHICLE CHU LAI SAR, SAR HELICOPTER		4. RESCUE VEHICLE (Type/model) CH-46A	
5. NUMBER OF PERSONNEL	5A. IN RESCUE VEHICLE OR ON RESCUE TEAM 5	5B. TO BE RESCUED 1	5C. RESCUED 1
7. TIME SEQUENCE OF EVENTS (Local Date Time Group)		6. RESCUE BACK UP MEANS ARMY HELICOPTER AT RESCUE SITE	
7A. Alert Received Method	8. WEATHER CONDITIONS AT RESCUE SITE		
0825H RADIO CALL FROM CHU LAI TOWER	8A. WATER TEMPERATURE 95 °F	AIR TEMPERATURE 95 °F	WIND VELOCITY 5-10 KTS
7B. Vehicle Departed Distance to Scene	8B. SEA STATE/WAVE HEIGHT/FREQUENCY; TERRAIN DESCRIPTION		
0926H 6 MILES			
7C. Arrived on Scene Search Required			
0931H NONE			
7D. Located Survivor Method of Locating	9. EQUIPMENTS ACTUALLY USED DURING RESCUE		
0932H ARMY HELICOPTER GAVE DIRECTIONS	HOIST WITH RESCUE SLING ATTACHED		
7E. Began Retrieval What Was Sighted First			
0932H LIFE RAFT			
7F. Ended Retrieval Subsequently			
0947H DEPARTED AREA			
7G. Survivor(s) Location (If different from Item 3) Disembarked			
0952H 312TH MED EVAC HOSPITAL, CHU LAI			

10. DIFFICULTIES ENCOUNTERED (List all difficulties and effect on final outcome of rescue attempt, i.e., ALERTING PERIOD, SEARCH/LOCATING, RETRIEVING, POST-RETRIEVAL)

COULD NOT DETERMINE WIND, WHICH MADE HOVERING DIFFICULT.

PILOT IN WATER WAS VERY TIRED, LOST GRIP ON SLING SEVERAL TIMES. FELL OUT ONCE

11. PERSONNEL REQUIRING RESCUE	GIVE REASON FOR RESCUE	FACTORS COMPLICATING RESCUE ATTEMPT
NAME—LAST FIRST INITIAL		Physical condition, ignorance of equipment, sea state, etc.
(b) (6) LCOL USN	EJECTED FROM AIRCRAFT	SAME AS LINE 10

12. REMARKS: (Training of rescue team or crew, communication equipments/technique, retrieval equipments/technique, rescue vehicle)

IF THE PILOT IN THE WATER WOULD HAVE DEPLOYED SMOKE THE JOB WOULD HAVE BEEN A LOT EASIER

13. ATTACH ENCLOSURES: Narratives of search, location and retrieval—Survivor's statements

14. NAME AND TITLE OF COMMANDING OFFICER
(b) (6) OTC SAR DETACHMENT.

(b) (6)

15. NAME AND TITLE OF COMMANDING OFFICER
(b) (6) LTCOL MAG-12 S-3

OP-009

K

NNNNAOZCNASCA932ZCSLA939
 PTEZYUW RUADMSA0165 1760349-EEEE--RUCILM
 ZNY EEEEE
 P R 250349Z JUN 69
 FM ADMINO COMFAIRWESTPAC
 TO RUENAAA/CNO
 RUCILSA/NAVSAFECEN
 RUEBBHB/NAVAIRSYSCOMHQ
 RUWJMUA/NAVAIRSYSCOMREPAC
 RUHQIQM/USS ENTERPRISE
 RUWJMUA/COMNAVAIRPAC
 INFO RUCILMA/COMNAVAIRLANT
 ZEN/NAS ATSUGI
 RUEDDPA/NAVPLANTREPO E. HARTFORD
 RUWTATB/NAVPLANTREPO DALLAS
 RUEBBHB/CHNAVMAT
 RUMMWIA/DEPUTY COMFAIRWESTPAC
 RUWMHMA/NAS LEMOORE
 RUHGBMU/USS TICONDEROGA
 BT

25 JUN 69 12 02z

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UNCLAS E F T O
 PDIR TF30-P-3 ENG SER 664180
 A. COMFAIRWESTPAC 191000Z JUN 69

160913Z June

PAGE 2 RUADMSA0165 UNCLAS E F T O

1. NAVAIRSYSCOMREPAC CONTROL NR PAC-TF33-1330-9S APPLIES.
2. DISASSEMBLY OF SUBJ ENG COMPLETED 25 JUN 69. INFO PROVIDED BELOW AMPLIFIES AND/OR CORRECTS THAT PROVIDED IN PRELIMINARY REPORT, REF A.
3. PWA REP MR. W.E. THOMPSON SENDS AS FOL. QUOTE. DISASSEMBLY AND INSPECTION REPORT OF TF30-P-3 ENGINE P-664180, TOTAL TIME: 438, TSO: NEW. THE NR SIX SCAVENGE PUMP SCREEN HAD DROPPED OFF THE PUMP AND ALLOWED THE PUMP TO INGEST THE SAFETY WIRE. ALL ID SPRING DAMPER FINGERS OF THE NR SIX BEARING SUPPORT, P/N 654058, SER 303, HAD BROKEN AT THE FRONT RADIUS. THE BROKEN FINGERS ALLOWED THE NR SIX BEARING OUTER RACE, SCAVENGE PUMP AND ALL OTHER ATTACHED PARTS TO MOVE REARWARD AND BEND THE OIL SUPPLY TUBE. THE NR SIX BEARING ROLLERS THEN NO LONGER RAN ON THE OUTER RACE ALLOWING THE LOW TURBINE BLADES TO RUB AT THE OD AND BREAK THE TIPS OFF THE BLADES. THE SCAVENGE PUMP DRIVE GEAR RAN ON THE REAR EDGE OF THE DRIVE GEAR ON THE REAR OF THE LOW TURBINE. THE MISALIGNMENT OF THE GEARS CAUSED THE SCAVENGE PUMP DRIVE GEARSHIFT TO SHEAR. THE 4 1/2 BEARING ROLLERS WERE FLATTENED DUE TO OVERLOADING WHEN THE REAR OF THE LOW TURBINE BECAME UNSUPPORTED DUE TO THE NR SIX BEARING DISENGAGEMENT. THE 4 1/2

Jun 1969
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 690808104
 A7 154383

PAGE 3 RUADMSA0165 UNCLAS E F T O
BEARING WAS SUPPLIED WITH OIL AT ALL TIMES. THE LOW TURBINE
SHAFT HAD WHIPPED AND RUBBED AGAINST THE ID OF THE HIGH TURBINE
SHAFT IN THE PLACE OF THE NR FOUR BEARING. THE LOW TURBINE
SHAFT EVENTUALLY SHEARED AT THIS POINT ALLOWING THE LOW TURBINE
ROTORS TO MOVE REARWARD INTO THE STATORS AND CAUSE MORE DAMAGE.
THE HIGH TURBINE SHAFT HAD ALSO BEEN WORN COMPLETELY THROUGH
FORWARD OF ITS SPLINED SECTION ALLOWING THE HIGH COMPRESSOR TO
MOVE FORWARD AND RUB AGAINST THE NR THREE SEAL HOLDER. THE
VIBRATION IN THE NR FOUR AREA WAS SEVERE DUE TO THE SHAFT'S
RUBBING AS EVIDENCED BY SEVERE GALLING BETWEEN THE MATING
FLANGES OF THE NR FOUR BEARING SUPPORT AND DIFFUSER CASE. THE
OIL LEAKING INTO THE CABIN BLEED AIR COMPARTMENT WAS PROBABLY
CAUSED BY THE SEVERE WORKING OF THE FLANGES. THE TOWER SHAFT
BUMPER BEARING WAS IN GOOD CONDITION AND THERE WERE NO VISUAL
CRACKS AROUND THE TOWER SHAFT BOSS. ALL BEARINGS EXCEPT THE
4 1/2 AND SIX WERE IN GOOD CONDITION. OIL WAS BEING SUPPLIED TO
ALL COMPARTMENTS. THE NR SIX BEARING SUPPORT, NR SIX SCAVENGE
PUMP AND ASSOCIATED DRIVE GEARS ARE BEING RETURNED TO P&WA FOR
ENGINEERING INVESTIGATION TO DETERMINE IF THE FAILURE OF THE
NR SIX BEARING SUPPORT WAS A RESULTS OF NR SIX SCAVENGE PUMP

PAGE 4 RUADMSA0165 UNCLAS E F T O
VIBRATION DURING WIRE INGESTION OR WAS IN INDEPENDENT FAILURE.
P&WA WILL FORWARD TO NAVAIRSYS COMHQ THE FINAL DISASSEMBLY AND
INSPECTION REPORT OF THE ABOVE FINDINGS. UNQUOTE.
4. NAS ATSUGI AND THIS STAFF CONCUR WITH MR. THOMPSON'S ANALYSIS. ✓
5. ALL PARTS AND COMPONENTS NOT BEING FORWARDED TO P&WA WILL
BE SHIPPED TO NAVAIWORKFAC NORVA FOR SCRAP/SALVAGE AS APPROP-
RIATE. SHIPDA FOR BOTH SHIPMENTS WILL BE PROVIDED BY NAS ATSUGI
BY SEPCOR.
6. USS ENTERPRISE: REQUEST ADVISE ALCON ASAP WHETHER ENG LOGBOOK
REFLECTS INCORP OF PPC 199 IN SUBJ ENG.

BT
#0165

PAGE NO. 2 OF 2

JUN
25 08490

SUPP AAR

NNNHSWZ FRLS933CSLB940
 PTTUZ YUW RUYJICM0024 1610223-
 ZNR UUUUU ZYO RUYN
 P 100223Z JUN 69
 FM USS ENTERPRISE
 TO RUCILSA/NAVSAFECEN
 RUWJMUA/NAVAIRSYSCOMREPAC
 INFO RUENAAA/CNO
 RUEBBHB/NAVAIRSYSCOMHQ
 RUWJMUA/COMNAVAIRPAC
 BT

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NAVY SUPPLEMENTARY MESSAGE REPORT OF AIRCRAFT ACCIDENT

- A. OPNAVINST 3750.6F
- 1. 8 JUN 1969 0945 HOTEL DAY
- 4. VA-215 -69A
- 6. EJECTED AT 3500 FT MSL.

11. OIL, PC-1 AND PC-2 PRESSURE REMAINED NORMAL AND STEADY, TIT FEGGED, ENGINE HOT WARNING LIGHT ON AND SEVERE ENGINE VIBRATION FROM FIRE ONSET THROUGH ENGINE SHUT DOWN TO PILOT EJECTION. FIRE WARNING LIGHT DID NOT ILLUMINATE AT ANY TIME.

16. REQUEST SAFETY ENGINEERING INVESTIGATION/PRIORITY DIR OF ENGINE CURRENTLY IN CUSTODY OF MAG 712 CHU LAI. AAR BOARD VISIT TO CRASH SITE NOT CONSIDERED NECESSARY.

BT
 #0024

JUN 100223Z

JUN 69 06 10Z

make
VN

NNNNZCZCNASCB828CZCSLB413
PTTUZYUW RUYJIGM0083 1590649-UUUU--RUCILSA.
ZNR UUUUU ZYO, RUYN
P 080649Z JUN 69
FM USS ENTERPRISE
TO RUCILSA/NAVSAFECEN
INFO RUENAAA/CNO
RUEBBHB/NAVAIRSYSCOMHQ
RUWJMUA/NAVAIRSYSCOMREPAC ✓
RUWJMUA/COMNAVAIRPAC ✓
BT

0 JUN 69 09 53z

AAR STRIKE

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- NAVY PRELIMINARY MESSAGE REPORT OF AIRCRAFT ACCIDENT
- OPNAVINST 3750.6F
 - 1 JUN 1969 0945 HOTEL DAY
 - CHU LAI AB RVN
 - A7B BUNO 154383
 - VA-215 3-69A
 - ALPHA. AIRCRAFT EXPLODED UPON IMPACT WITH GROUND FOLLOWING PILOT EJECTION.

6. (b) (6) LCDR, (b) (6) USN, (b) (6) ACTIVE, GOLF 3435 TOTAL PILOTS HOURS, 121 TOTAL PILOT HOURS IN MODEL, 41 TOTAL PILOT HOURS LAST 90 DAYS. ESCAPAC IC-2 UTILIZED AT 2000 FT MSL 200 KIAS WINGS LEVEL DESCENDING FLIGHT.

PAGE TWO RUYJIGM0083 UNCLAS

- NA
- NA
- COMBAT STRIKE
- HOLDING ORBIT
- WINGMAN NOTICED SMOKE TRAILING FROM BUNO 154383 WHILE AWAITING CLEARANCE ON TARGET AT 14,000 FT MSL ORBIT AND ASKED LEADER TO CHECK OIL PRESSURE. AT THIS TIME LEADER STATED THAT HE JUST BECAME AWARE OF COCKPIT FILLING WITH SMOKE. SECTION TURNED TOWARD CHU LAI. WINGMAN SAW FLAME EMITTING FROM TAIL PIPE AND THEN EXTINGUISH WHEN ENGINE WAS SECURED PILOT EJECTED WHEN AIRCRAFT WAS JUST OFFSHORE. PILOT LANDED IN WATER AND WAS SUBSEQUENTLY PICKED UP BY HELICOPTER. AIRCRAFT CONTINUED STRAIGHT AHEAD THEN COMMENCED SHALLOW RIGHT TURN IMPACTING CLOSE ABOARD APPROACH END OF CHU LAI RUNWAY 32 WEST. PILOT REPORTED IN SATISFACTORY CONDITION.
- CHU LAI 80003 SCATTERED HIGH THIN OVERCAST 7 MILES VISIBILITY TEMPERATURE 88 DEW POINT 77 WIND 020 DEGREES 2 KNOTS ALTIMETER 29.67.
- UNKNOWN
- IF33-P8 ENGINE/23800/SERIAL NUMBER P664130/MANUFACTURES CODE NUMBER 77445.
- UNKNOWN
- INVESTIGATING TEAM PROCEEDING TO ACCIDENT SCENE. ✓

PAGE THREE RUYJIGM0083 UNCLAS

- (b) (6) CDR, SENIOR MEMBER AAR BOARD, VA-215.

BT

#0083 A7B/154383 VA-215 3-69A JUN 080649Z
6/8/69

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